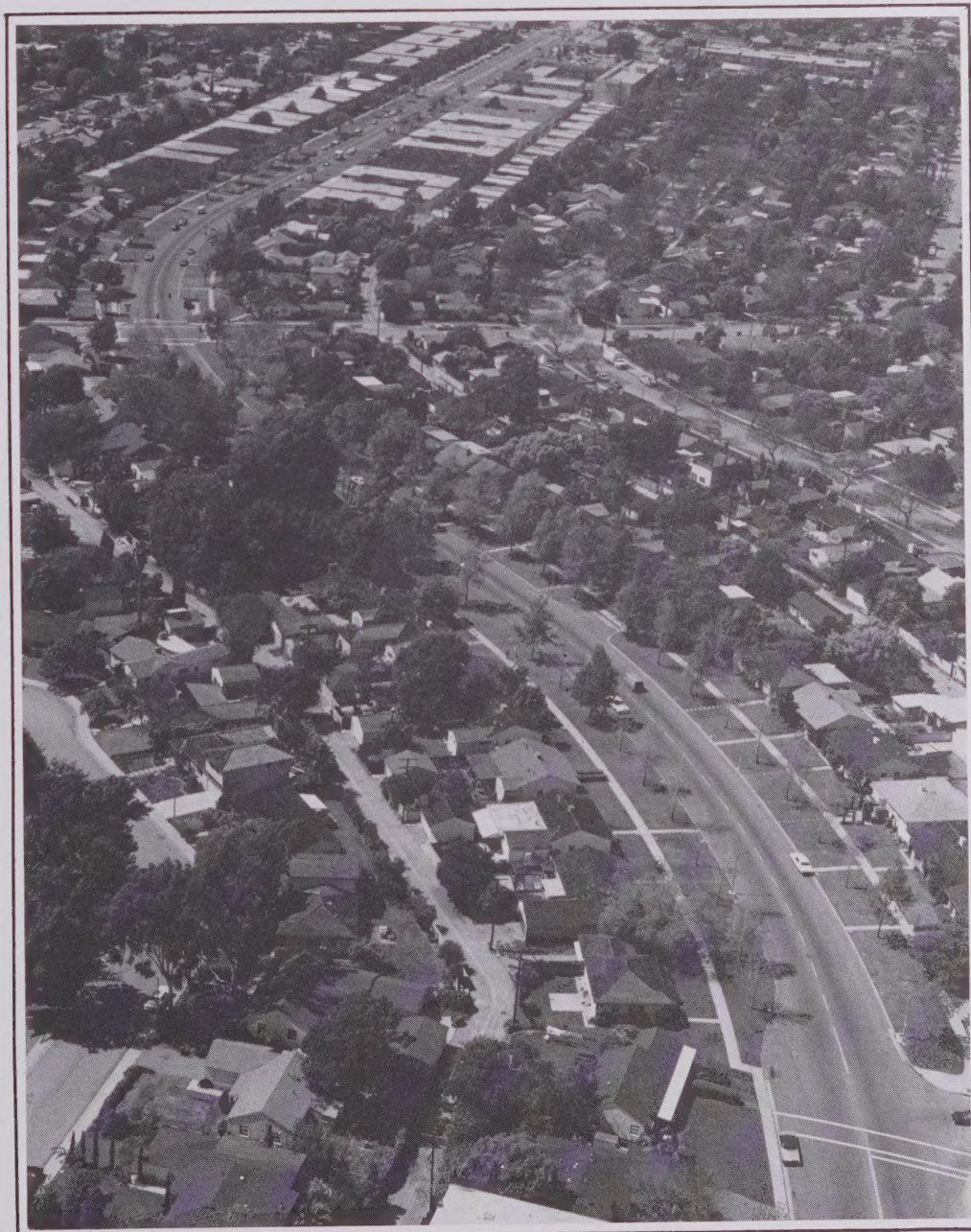



Palms-Mar Vista-Del Rey District Plan

A PART OF THE GENERAL PLAN CITY OF LOS ANGELES



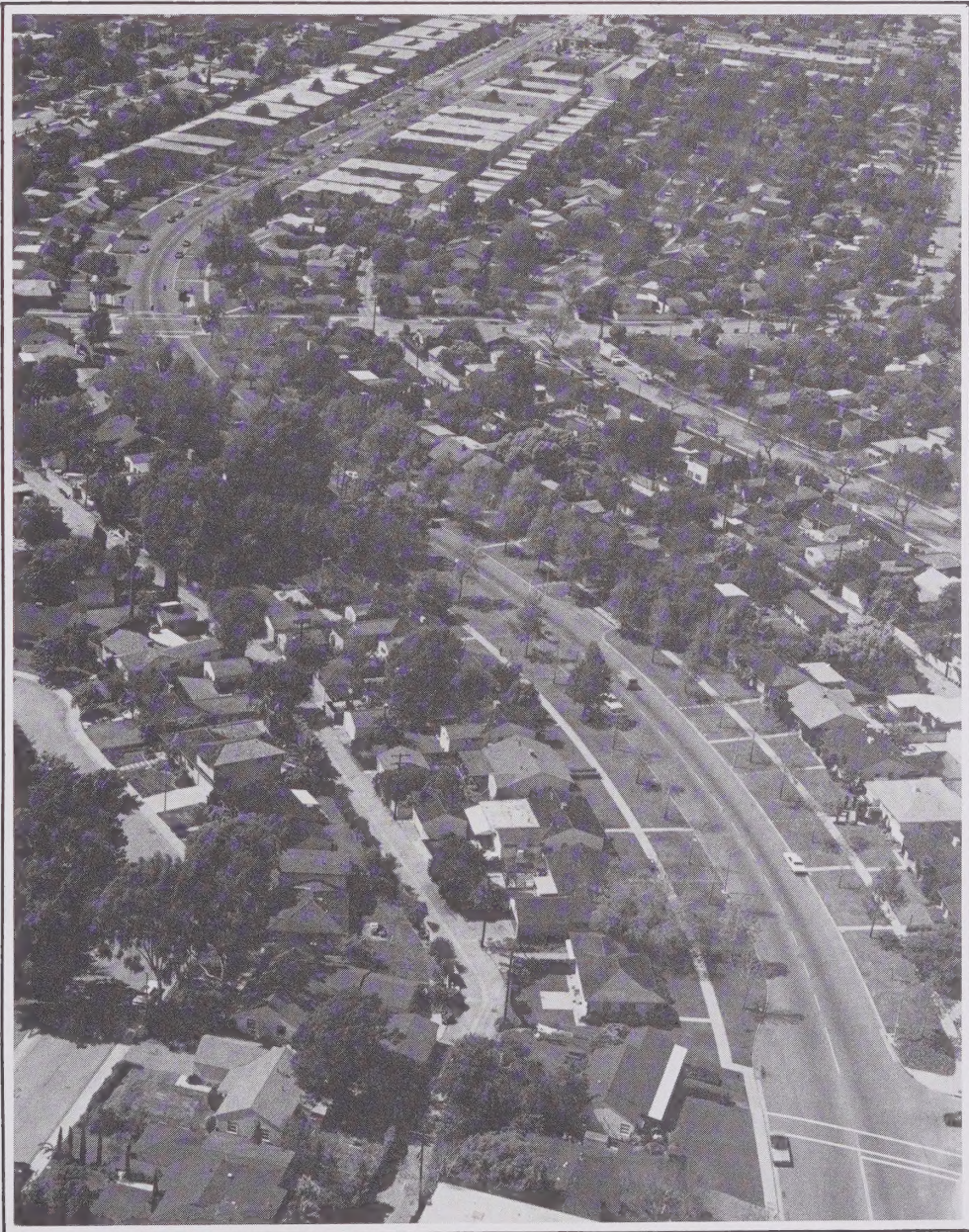


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Palms-Mar Vista-Del Rey District Plan

A PART OF THE GENERAL PLAN CITY OF LOS ANGELES



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Palms-Mar Vista-Del Rey District Plan



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D. Playa Vista Area C Specific Plan

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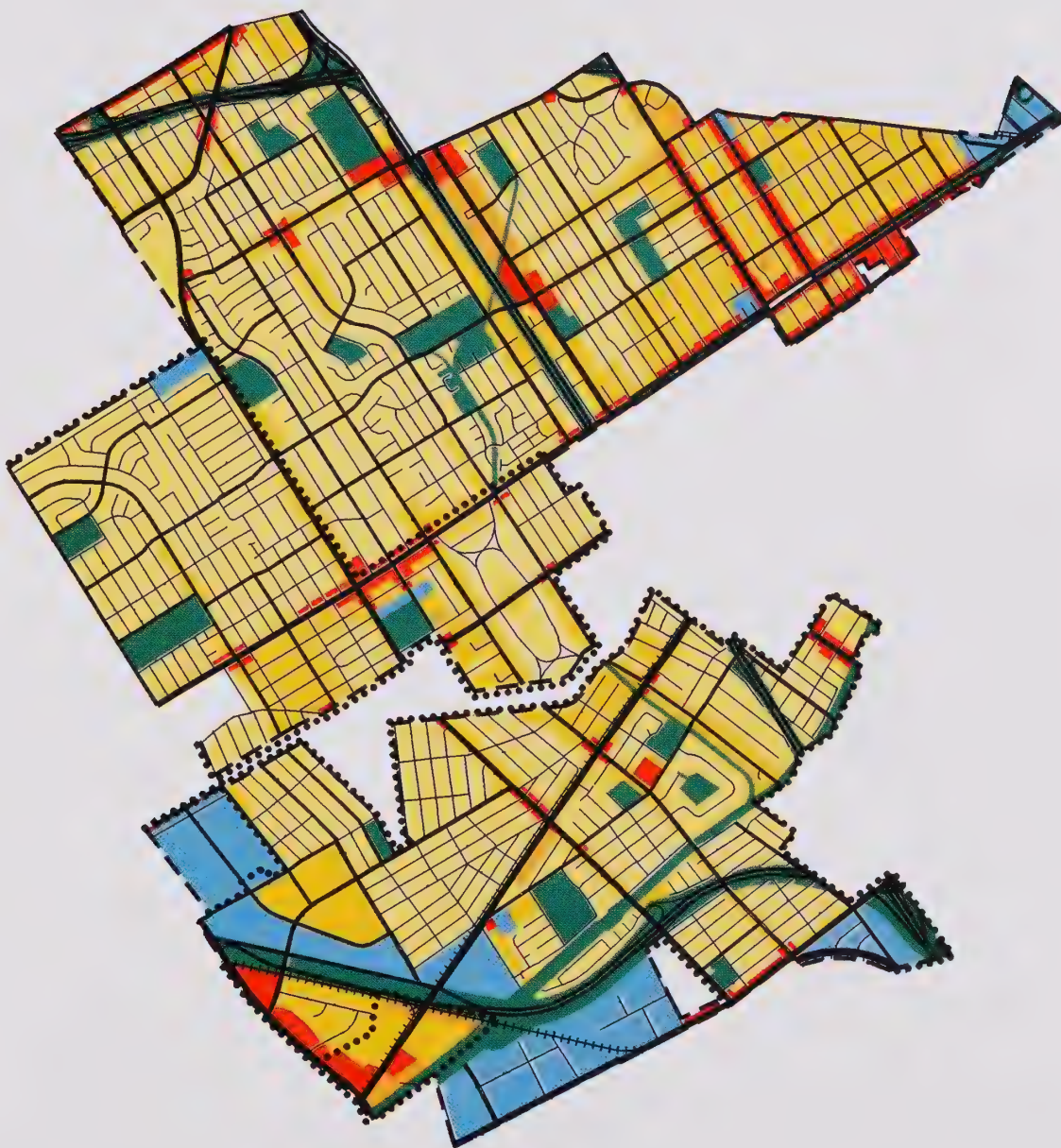
* This document is a reformat of the District Plan as it formerly appeared in the broadside format. The Maps reflect the broadside subsequently amended by the General Plan Consistency Program (AB 283), Periodic Plan Review and any other amendments. The text is essentially the same as the originally adopted Plan.

PLAN AMENDMENTS DATE LOG

PALMS - MAR VISTA - DEL REY PLANS

Adopted by City Council
August 25, 1976
C.F. 74-5211

Date	Amendment	Council File
March 30, 1983	Land Use Footnote No. 7 - Commercial Office	80-1770 S1
Sept. 20, 1985	Coastal Transportation Corridor Specific Plan	83-1859 83-1940
Nov. 19, 1985	Playa Vista Area C Specific Plan	85-1160, 85-1975, 85-1976
Feb. 7, 1986	Playa Vista Area C Annexation (Del Rey Addition 1-81)	85-1975
June 9, 1987	AB 283 General Plan/Zoning Consistency Program	86-2303
Sept. 27, 1987	Periodic Plan Review, Window 3, Item 5, Centinela Ave.	87-1000 S5
Aug. 31, 1988	Periodic Plan Review, Window 11, Item 2, Sepulveda Blvd.	88-1226 S2
Nov. 29, 1988	Periodic Plan Review, Window 11, Item 3, Pacific Ave.	88-1226 S3
March 14, 1990	Playa Vista Area C Specific Plan Amendment	89-1794
July 18, 1990	Periodic Plan Review, Window 7, Item 2, Culver Blvd.	87-2273 S2
Aug. 14, 1990	Periodic Plan Review, Window 23, Item 5, Maxella Ave.	89-2408 S5
March 27, 1991	Land Use Footnote	90-1422
Feb. 21, 1992	AB 283 Industrial/Residential - Western Los Angeles	87-0590 S1
May 1, 1992	AB 283 Open Space	92-0163
Aug. 18, 1992	Periodic Plan Review, Window 35, Item 3, Milton St.	91-1086 S3
Jan. 14, 1993	Mobilehome Footnote	89-0119
Aug. 4, 1993	Coastal Transportation Corridor Specific Plan	88-1984 S1
Oct. 12, 1993	Glencoe/Maxella Specific Plan	91-0864 S1



..... For details see Specific Plans

PALMS - MAR VISTA - DEL REY
GENERALIZED LAND USE



NOT TO SCALE



SPECIFIC PLAN AREA

FOR DETAILS REFER TO:

- Coastal Transportation Corridor Specific Plan, Ord No 168999
- Playa Vista Specific Plan, Ord No 165639 and Coastal Transportation Corridor Spec Plan, Ord No 168999
- Glencoe/Waxella Specific Plan, Ord No 169102 and Coastal Transportation Corridor Spec Plan, Ord No 168999

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NOT TO SCALE

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280MISC (071896)

Part 1

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN Ordinance No. 168,999 Effective September 22, 1993

SUMMARY OF PROVISIONS

Purpose

The purpose of the Specific Plan is to mitigate transportation impacts generated by new commercial and industrial development and to provide a mechanism to fund specific transportation improvements due to transportation impacts generated by new development.

Affected Projects

- Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of trips as determined by DOT.
- Exemptions include single-family dwellings and demolition projects and electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications.

Transportation Mitigation

- For projects generating 42 or fewer trips, the applicant shall make dedications/improvements and pay the Transportation Impact Assessment (TIA) fee.
- For projects generating 43 or more trips, the applicant shall make dedications/improvements and pay TIA fee. Applicant shall provide a Traffic Mitigation Plan (TMP) when the traffic assessment finds a significant transportation impact.
- For projects generating more than 100 trips, the applicant shall submit a Transportation Demand Management (TDM) program.
- For projects generating 500 or more trips and for projects proposing more than one phase, the applicant shall submit a proposed phasing program. Department of Airport projects within Airport Corridor Area are exempt from phasing program regulations.
- Mitigation measures may include:
 - Street widenings and dedications
 - Construction of off-site improvements
 - Traffic signal system improvements
 - Transportation demand management measures
 - Implementation of transit improvements
 - Payment of TIA fee and
 - Land dedications
- Covenant and agreement is required for the transportation mitigation measures required by the approved TMP and to acknowledge contents and limitations of the Specific Plan.

Transportation Demand Management (TDM) Programs

TDM program may include:

- Direct financial incentives for ridesharing
- Establishment of carpool, buspool, or vanpool programs
- Subsidization of carpools or use of public transit
- Employee use of company vehicles for ridesharing
- Preferential parking for vehicles used for ridesharing
- Compressed work weeks
- Flexible work hours
- Telecommuting or work at home

Covenant and agreement is required to submit a TDM program within five years of issuance of certificate of occupancy.

Transportation Impact Assessment (TIA) Fee

- Where required, the TIA fee shall be paid or guaranteed before issuance of building permit.
- TIA fee shall be paid in full or by a 10% deposit with balance to be paid prior to the issuance of a building permit or in 120 monthly installments.
- $\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$
- Trip cost factor is \$5,690/trip (1993). The factor is to be indexed annually.
- TIA fee shall be used to fund implementation of the transportation improvements listed in Appendix B of the Specific Plan.
- Projects exempt from the TIA fee include local serving uses and freestanding commercial or medical office projects of less than 20,000 square feet.

Credits from the TIA Fee

- Trip credits for previous land use are based upon length of time previous use was in place.
- In-lieu credit against the TIA fee shall be given for all or portions of:
 1. Regional and subregional transportation and transit improvements;
 2. Land dedications for larger transportation improvement or facility; and
 3. TDM programs which have demonstrated effectiveness within 5 years of issuance of certificate of occupancy.
- In-lieu credit may also be granted, by the City Council, for a project that contributes to a more balanced job/housing ratio in the Specific Plan area through provision of dwelling units otherwise unsubsidized by any public agency.

Phased Project

- A project which generates 500 or more trips or proposes more than one phase shall submit an application proposing a phasing program. The phasing program shall be reviewed by the Department of Transportation and the Department of Planning.
- A covenant and agreement is required to comply with phasing program provisions.

Public Pedestrian Facilities

- A project shall dedicate the right-of-way needed for construction and access to public pedestrian bridges as shown on the applicable community plans, and conform to the design standards set forth by the City Engineer.

Appeals

- A determination made by the Department of Transportation may be appealed to the General Manager of Department of Transportation.
- A determination on a phasing program or public pedestrian facility may be appealed to the City Planning Commission.
- A determination made by the General Manager of the Department of Transportation or the City Planning Commission may be appealed to the City Council.

Violations

- A violation of the Specific Plan is a misdemeanor.

280CTC1(111094)

Part 2

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Ordinance No. 168,999
Effective September 22, 1993

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280CTC2(111094)

Part 3

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

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Covenant & Agreement	Applicant to complete transportation mitigation measures pursuant to approved TMP. Owner to acknowledge contents and limitations of Specific Plan.	5B
Review of Impacts	Applicant to submit application and pay filing fee. Department of Transportation (DOT) to determine number of trips, trip credit, and traffic impacts.	5C
Mitigation	Applicant to make highway dedications and improvements. DOT to provide traffic assessment for projects generating 43 or more trips and if traffic assessment determines impacts, applicant to provide a TMP.	5D
Guarantee of Mitigation	Guarantee, covenant and agreement, and compliance with TIA Fee provisions required.	5E
Improvements	Dedications and improvements to be provided and approved by City Engineer and DOT prior to permit.	5F
TDM	Transportation Demand Management program (TDM) and covenant and agreement required for project which generates more than 100 trips. TDM performance reports required annually.	5G
TIA Fee	Transportation Impact Assessment Fee	6
	Fee to fund transportation improvements listed in Appendix B. Payment required prior to permit.	6A
Payment	Fee to be paid in full or by deposit and installments prior to permit.	6B

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Calculation	Fee = Number of Trips X Trip Cost Factor	6C
Trip Cost Factor	\$5,690 per trip (1993). Factor to be indexed annually.	6D
Uses of Fee	Fee is for transportation improvements listed in Appendix B.	6E
Exemptions	Local serving uses, freestanding commercial or medical office projects less than 20,000 sq. ft.	6F
Refunds	Provisions, procedures	6G
Credits from TIA Fee	Trip credit from previous land use	7A
	In-lieu credits given for regional or subregional transportation and transit improvements, effective TDM program, and land dedications for larger transportation improvements or transit facility.	7B
	Additional in-lieu credit to be given to a project that contributes to a more balanced jobs/housing ratio.	
Land Use		8
Phasing Program	Regulations, application, and covenant and agreement. For projects which generate 500 or more trips, application requires specified information, review of phasing program and building permit by phase, and covenant and agreement.	8A
Public Pedestrian Facilities	Dedication of right-of-way and access and conformance to design standards.	8B
Appeals	Determination by DOT may be appealed to General Manager of DOT.	9A
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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
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280CTC3(032395)

Part 4

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

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COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN
Ordinance No. 168,999
Effective September 22, 1993

An ordinance repealing Ordinance No. 160,394 and establishing the Los Angeles Coastal Transportation Corridor Specific Plan for the area of the Westchester-Playa Del Rey Community Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan and the Los Angeles International Airport Interim Plan.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. REPEAL OF THE 1985 COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN, ORDINANCE NO. 160,394.

Ordinance No. 160,394 is hereby repealed.

Section 2. ESTABLISHMENT OF COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN.

A. Purpose.

The Coastal Transportation Corridor Specific Plan is intended to:

1. Provide a mechanism to fund specific transportation improvements due to transportation impacts generated by the projected new commercial and industrial development within the corridor; and
2. Establish the Coastal Transportation Corridor Impact Assessment Fee process for new development in the C, M and P Zones and for development on property owned by the Department of Airports; and
3. Regulate the phased development of land uses, insofar as the transportation infrastructure can accommodate such uses; and
4. Establish a Coastal Transportation Corridor infrastructure implementation process; and
5. Promote or increase work-related ridesharing and bicycling to reduce peak-hour Trips and to keep critical intersections from severe overload; and
6. Avoid Peak Hour Level of Service (LOS) on streets and interchanges from reaching LOS F or, if presently at LOS F, preclude further deterioration in the Level of Service; and
7. Promote the development of coordinated and comprehensive transportation plans and programs with other jurisdictions and public agencies; and

8. Reduce commute Trips by encouraging the development of affordable housing at or near job site; and
9. Ensure that the public transportation facilities that will be constructed with funds generated by the Specific Plan will significantly benefit the contributor; and
10. Encourage Caltrans to widen the San Diego Freeway for high-occupancy vehicle lanes.

B. Specific Plan Area. The Specific Plan Area consists of an area, as shown on the Specific Plan Map, which includes all or parts of the Westchester-Playa Del Rey Community Plan Area, the Palms-Mar Vista-Del Rey Community Plan Area, the Venice Community Plan Area and the Los Angeles International Airport Interim Plan Area, generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, San Diego Freeway on the east, and the Pacific Ocean on the west.

C. Airport Corridor Area. The Los Angeles International Airport Corridor Area consists of an area as shown on the Specific Plan Map, generally bounded by Manchester Avenue to the north, Imperial Highway to the south, City of Los Angeles boundary line to the east and Vista Del Mar to the west.

Section 3. RELATIONSHIP TO PROVISIONS OF THE LOS ANGELES MUNICIPAL CODE.

- A.** The regulations of this Specific Plan are in addition to those set forth in the planning and zoning provisions of Los Angeles Municipal Code (LAMC) Chapter 1, as amended, and any other relevant ordinances, and do not convey any rights not otherwise granted under the provisions and procedures contained in that Chapter or other ordinances, except as specifically provided herein.
- B.** The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in LAMC Section 11.5.7 D. In approving an exception to this Specific Plan, pursuant to Section 11.5.7 D, the City Planning Commission and the City Council on appeal may simultaneously approve any conditional use under their jurisdiction. Only one fee shall be required for joint applications.

Section 4. DEFINITIONS.

Whenever the following terms are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in LAMC Section 12.03, if defined therein.

Adjacent Intersection. Any intersection which is within a one mile radius from any lot line of the Project or which affects or is affected by a Project, as determined by the Department of Transportation.

Air Transportation Purposes. Aviation-related activities and facilities, including aircraft operations, whether commercial or noncommercial; aircraft maintenance facilities; air cargo facilities; airport operation facilities, including terminals; and other passenger-related facilities, excluding Governmental or Public Facilities. Hotels, motels, commercial retail restaurants and bar uses, housing, car rental facilities, commercial offices, research and development uses and industrial parks are not considered Air Transportation Purposes.

Applicant. Any person, as defined in LAMC Section 11.01, submitting an application for a building, a grading or a foundation permit for a Project.

Average Vehicle Ridership (AVR). The number derived by dividing the employee population at a given worksite that reports to work weekdays between 6 a.m. and 10 a.m. by the number of vehicles driven by these employees commuting from home to the worksite during these hours. AVR may be calculated using weekly or biweekly averaging periods. The applicable employee population is multiplied by the number of weekdays in the selected averaging period, then divided by the total number of vehicles driven by these employees to the worksite during the same period. Vehicles counted shall exclude bicycles, transit vehicles, buses serving multiple worksites, and cars stopping on route to other worksites.

Carpool. Two or more persons travelling together in a single vehicle.

City Building Cost Index. An index for tracking inflation in building costs for the Los Angeles Metropolitan Area, published by Marshall and Swift. If for any reason this index ceases to be published, then a similar building cost index shall be utilized as determined by the Department of Transportation.

Convenience Market. A retail store which has a floor area less than 5,000 square feet and which sells an assortment of packaged food and small, non-food carry-out items.

Dwelling Unit, Low Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 80 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Dwelling Unit, Moderate Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income is up to 120 percent of the median annual income for persons or families residing in the Los Angeles Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Dwelling Unit, Very Low Income. A Dwelling Unit which is rented or sold to and occupied by persons or families whose annual income does not exceed 50 percent of the median annual income for persons or families residing in the Los Angeles

Metropolitan Area. Median income shall be established from periodic publications of the United States Department of Housing and Urban Development, as determined by the Housing Department or its successor or assignee.

Governmental or Public Facilities. Capital improvements and/or buildings or structures primarily used for the operation of City, County, State or Federal governments including, but not limited to, police and fire stations, government offices, government equipment yards, sanitation facilities, schools, parks, Federal Aviation Authority or Department of Airports administrative facilities, and similar facilities in or through which general government operations are conducted. Private commercial or industrial activities pursuant to lease agreements on public lands shall not be considered Governmental or Public Facilities.

In-Lieu Credit. A credit toward payment of the Transportation Impact Assessment Fee, pursuant to the provisions of Section 7 of this Ordinance.

Larger Transportation Improvement. A transportation improvement which is in excess of major highway standards.

Level of Service. The operational characteristics of an intersection based on the delay being experienced by vehicles passing through an intersection in the peak hour, calculated using a ratio of its traffic volume (V) and its intersection traffic capacity (C) and based on intersection geometrics, peak-hour volumes, turning movements and signal phasing. Level of Service varies from A to F, with A representing free-flow, uncongested conditions and F representing traffic jam conditions. Level D is the level commonly experienced in urban areas during peak hours where drivers occasionally must wait through more than one signal cycle to proceed through the intersection. Level E is generally considered at capacity.

Local Serving Uses. Land uses which serve a local community, generate Trips of 3 miles or less and which do not substantially affect the regional or subregional transportation infrastructure as determined by the Department of Transportation. These uses are referenced by an asterisk in the Trip Table in Appendix A.

Peak Hour. The single hour of the highest volume of traffic passing the Project on adjacent streets.

Pedestrian Bridge. A grade-separated public pedestrian way over a public street, as shown on the map for the Los Angeles International Airport Interim Plan, the Palms-Mar Vista-Del Rey Community Plan, the Venice Community Plan or the Westchester-Playa Del Rey Community Plan, whichever is applicable.

Phasing Program. A schedule which is applicable to any Project for the purpose of determining the timing of construction of a Project and the construction of related transportation improvements.

Project. Any construction, addition, conversion, change of use, or use of land on a lot in the C, M, or P Zones which requires the issuance of a building, grading or foundation permit and which results in an increase in the number of Trips as determined by the Department of Transportation. Off-site

parking areas which serve a Project shall be considered a part of the Project.

Project Serving Improvements. Those streets, roads, traffic lanes, driveways and transit facilities or portions of those facilities which are adjacent to a Project or which provide access to a Project or circulation within a Project. Project Serving Improvements include all curbs and gutters, sidewalks, trees, landscaping, street lights, traffic signals, traffic lanes or any other traffic control devices in the public right of way and adjacent to the Project.

Regional or Subregional Transportation Improvements. A transportation or transit improvement (excluding maintenance and Project Serving Improvements), or portion thereof, which is listed in Appendix B or Appendix C of this Specific Plan, or a highway within the Specific Plan area designated on the City's Master Plan of Highways and Freeways as a secondary highway or higher classification.

Shopping Center. A building or group of buildings on a lot or lots which has 5,000 or more square feet of floor area devoted to commercial retail use(s) in such building or group of buildings.

Significant Transportation Impact. The transportation impact, measured either as an increase in volume/capacity (V/C) ratio at an intersection; an impact on streets between intersections; or an increase in the number of average daily vehicles on a local residential street, as determined by the Department of Transportation.

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table and formula:

Significant Transportation Impact

<u>Final (V/C)</u>	<u>Project-Related Increase In (V/C)</u>
0.00 - 0.79	equal to or greater than 0.04
0.80 - 0.89	equal to or greater than 0.02
0.9 or greater	equal to or greater than 0.01

For purposes of this calculation, final V/C shall mean the V/C ratio at an intersection considering impacts with a Project and without proposed Traffic Impact Mitigation.

2. A transportation impact on a local residential street shall be deemed significant if the average daily traffic (ADT) volumes are projected to exceed 1,000 vehicles per day and the change in traffic volumes due to Project-related traffic represents an increase of 12.5 percent or more of the average daily traffic volumes.

Specific Plan Area. The area as shown in the Specific Plan Map.

Super Major Highway. A major highway designed for eight through traffic lanes and/or a transit lane. Land dedications for a Super Major Highway may include both fee dedications and right-of-way easements.

Supermarket. A retail store which has a floor area equal to or greater than 5,000 square feet and which sells an assortment of foods as well as items for food preparation, household cleaning and personal care.

Traffic Assessment. A written determination by the Department of Transportation as to the likely traffic impacts resulting from a Project considering an estimate of Project-generated Trips, ambient traffic growth, related developments and current traffic volumes and Levels of Service at Adjacent Intersections.

Traffic Impact Mitigation. The implementation of physical improvements which would reduce Significant Transportation Impacts to levels of insignificance at Adjacent Intersections and streets between intersections to the extent feasible, as determined by the Department of Transportation.

Traffic Mitigation Plan (TMP). A document submitted by the Applicant indicating proposed street improvements, Transportation Demand Management (TDM) measures and appropriate monitoring mechanisms, and/or other transportation improvements which will be implemented by the Applicant to mitigate traffic impacts of the Project.

Transit Facility. Stations and their support facilities, including rights-of-way for the facility, for transportation by means other than single-occupancy vehicles. Land dedications for a Transit Facility may include both fee dedications and right-of way easements.

Transportation Coordinator. A full or part time paid employee of, or a contracted service for, an individual Project, or an employer organization whose function is to promote Carpools and Vanpools and TDM programs. The Coordinator shall have a permanent mailing address, daytime telephone and office within a two-mile radius of the Project.

Transportation Demand Management (TDM). A program for a Project promoting rideshare and transit use to reduce Project-related Trips, to be provided by an Applicant or owner, lessee or assignee of an Applicant.

Transportation Impact Assessment (TIA) Fee. The monies required to be paid to the Coastal Transportation Corridor Fund by an Applicant for a Project, pursuant to the terms of this Specific Plan.

Trip. An arrival at or a departure from a Project by a motor vehicle during the p.m. peak hours. The number of Trips generated by a Project shall be calculated using the Trip generation formulas in Appendix A.

Trip Cost Factor. The pro rata cost of public improvements funded by a single Trip.

Vanpool. Seven to twelve persons travelling together in a single vehicle.

V/C Ratio. The ratio of traffic volume (V) to intersection capacity (C) at an intersection.

Section 5. TRANSPORTATION MITIGATION STANDARDS AND PROCEDURES.

A. Prohibition.

1. No building, grading or foundation permit for a Project shall be issued until the Department of Transportation and the City Engineer have certified completion of mitigation measures required by this Section, or that their completion has been guaranteed to the satisfaction of these departments.
2. Exemptions. The following are exempted from the requirements of this Section:
 - a. Single-family dwelling Projects.
 - b. Demolition Projects.
 - c. Electrical, plumbing, mechanical, facia, sign installations and earthquake-related modifications on any lot.

B. Covenant and Agreement.

1. Prior to the issuance of a building, grading or foundation permit for any Project within the Specific Plan Area, the owner(s) of the property shall covenant and agree to complete, prior to the issuance of any certificate of occupancy, the transportation mitigation measures required pursuant to the Transportation Mitigation Plan approved by the Department of Transportation, or City Council on appeal. The covenant shall also include a declaration, in writing, that the owner acknowledges the contents and limitations of this Specific Plan.
2. All Covenants and Agreements referred to herein shall be effective upon recordation, shall run with the land and shall be binding upon any future owners, successors, heirs or assigns of the Applicant.

C. Review of Transportation Impacts.

1. Project Trip Generation Calculations.
 - a. The Department of Transportation shall calculate Trips based on Appendix A. The City Council, acting by resolution, may revise these formulas, based upon updated reports submitted by the Department of Transportation and after review and recommendation by the City Planning Commission. The City Planning Commission shall act within 30 days after receipt of the updated reports submitted by the Department of Transportation.
 - b. The Department of Transportation shall establish the number of Trips for a Project. When a Project includes a use not listed in Appendix A or more than one use, then the Department shall use reasonable methods to establish the appropriate number of Trips for that use.

c. The Department of Transportation shall grant a 100 percent Trip credit to a Project from the Trips generated by the existing use, if the existing use has been in place for at least one year continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.

2. Prior to the issuance of any building, grading or foundation permit, the Department of Transportation shall determine that the Applicant has submitted the application and paid the fee as follows:

a. Project Application Form: Submit a Project description on an application form to the Department of Transportation for review of the number of Trips to be generated by the Project and a determination regarding Significant Traffic Impacts of the Project during a.m. and p.m. Peak Hours.

b. Application Fee: Pay the following application processing fee based on the size and nature of the Project:

Application Fee	
Number of Trips	Filing Fee
Projects with 42 or fewer Trips: Traffic Assessment <u>not</u> required	
Applicable street dedication/ improvement and TIA Fee are not required.	\$200
Applicable street dedication/ improvement or TIA Fee are required.	\$400
Projects with 43 or more Trips: Traffic Assessment required	
Traffic Assessment required upon application; applicable street dedication/improvement or TIA Fee may be required.	\$500
Traffic Assessment indicates significant impacts; design and review of mitigation measures required; applicable street dedication/improvement and/or TIA Fee may be required.	\$2,100 plus \$50 for every 1,000 sq. ft. of floor area not to exceed a total of \$25,000

D. Mitigation of Transportation Impacts.

Prior to the issuance of any building, grading or foundation permit, the Project shall comply with the appropriate criteria below:

1. **42 or fewer Trips:** An Applicant for a Project which generates 42 or fewer Trips, as calculated by the Department of Transportation, shall make the highway dedications and complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.
2. **43 or more Trips:** An Applicant for a Project which generates 43 or more Trips, as calculated by the Department of Transportation, shall make the highway dedications and shall complete the improvements as required by the Department of Transportation pursuant to Section 5F below or guarantee them pursuant to the Department of Public Works' B-Permit procedures.

The Department of Transportation shall provide a Traffic Assessment of a Project with fewer than 500 Trips to the Applicant within 30 working days from the date the Applicant submits a description of the Project to the Department of Transportation for review. For a Project with 500 or more Trips, the Traffic Assessment shall be provided within 60 working days. If the Department of Transportation does not provide the Traffic Assessment within the time prescribed, the Applicant's Traffic Assessment shall be deemed approved, unless the Applicant and the Department agree in writing to extend the time period.

If the Traffic Assessment finds that there will be a Significant Transportation Impact caused by the Project, the Applicant shall provide a Traffic Mitigation Plan (TMP) prepared to the standards and guidelines of the Department of Transportation proposing mitigation measures to be implemented by the Applicant to reduce Significant Transportation Impacts at intersections and streets identified in the Traffic Assessment in accordance with the mitigation measures set forth in the environmental clearance for the Project. The TMP shall be prepared in accordance with guidelines of the Department of Transportation and shall be accompanied by appropriate maps, graphics, and drawings to reflect clearly the impact of the Project and the feasibility and ability of the proposed mitigation measures to reduce any Significant Transportation Impact.

3. The Department of Transportation shall require that mitigation measures be undertaken or guaranteed to reduce the transportation impacts of a Project. The mitigation measures may include but are not limited to the following:
 - a. Street widenings and dedications;
 - b. Construction of off-site improvements;

- c. Traffic signal system improvements;

- d. Transportation Demand Management measures such as ridesharing and Vanpool programs, shuttle buses, staggered work hours and employee incentive programs that encourage Carpool and Vanpool usages as described in Subsection G;

- e. Implementation of transit improvements;

- f. Payment of the Transportation Impact Assessment Fee pursuant to Section 6 of this Specific Plan; and

- g. Land dedications.

E. Guarantee of Mitigation Measures.

Prior to the issuance of any building, grading or foundation permit, the Applicant shall do the following:

1. Guarantee the proposed mitigation measures required pursuant to Section 5D of this Specific Plan, as agreed upon by the Department of Transportation. The guarantees may consist of one or more of the following: bonds for B-Permits on City streets, Encroachment Permits for State Highways or cash payments for ATSAC improvements.

2. Sign and record a Covenant and Agreement pursuant to Section 5B of this Specific Plan.

3. Comply with Section 6 of this Specific Plan.

F. Land Dedications and Improvements.

Notwithstanding LAMC Section 12.37 to the contrary, no building, grading or foundation permit shall be issued for a Project until land is dedicated and improved as may be required by the Highways and Freeways Element of the General Plan to the satisfaction of the City Engineer and the Department of Transportation.

G. Transportation Demand Management Programs.

1. **Covenant.** Prior to the issuance of any building, grading or foundation permit for a Project which generates more than 100 Trips, the Applicant shall execute a Covenant with the City to submit a TDM program satisfactory to the Department of Transportation.

2. **Requirements of the Covenant.** The Covenant shall:

- a. Provide that the TDM program be implemented within five years after the issuance of any certificate of occupancy;

- b. Provide that the TDM program shall be designed to reduce Trips to achieve 1.5 Average Vehicle Ridership (AVR) as determined by the Department of Transportation;

- c. Provide for a Transportation Coordinator; and
 - d. Include provisions for monitoring the TDM program.
3. **Requirements for TDM Programs.** A TDM program may include, but is not limited to, the following:
- a. Direct financial incentives for ridesharing;
 - b. Establishment of Carpool, buspool, or Vanpool programs;
 - c. Partial or full subsidization of parking for ridesharing employees;
 - d. Full or partial subsidization of Carpools, Vanpools, buspools, shuttles, or use of public transit;
 - e. Provisions of an allowance for employees to utilize company-owned fleet vehicles for ridesharing purposes;
 - f. Preferential parking for vehicles used for ridesharing;
 - g. Facility improvements which provide preferential access and/or egress for ridesharing employees;
 - h. Facility improvements to encourage use of bicycles (showers, bike racks, etc.);
 - i. Active use of a computerized rideshare matching service such as Commuter Computer or Orange County Transit District Commuter Ridesharing Matching Services, or an effective in-house rideshare matching service;
 - j. Compressed work weeks such as a 4/40 or 9/80 work schedule where employees work 40 hours in fewer than five days in one week or 80 hours in fewer than ten days in two weeks;
 - k. Flexible work hours that facilitate employee ridesharing;
 - l. Telecommuting or work at home;
 - m. Provisions for the construction and/or placement of a transit waiting shelter, bus shelter, transit stop or bus stop at the public right-of-way on established transit routes adjacent to the Project, including the granting of any easement necessary to accommodate the shelter;
 - n. Provisions for bus or transit turnouts along a bus, tram or transit route; and
 - o. Before or after work programs, such as meal, exercise, educational, entertainment, and rest facilities.

4. **Compliance with the TDM Program.**

- a. Projects shall achieve the objectives of the Trip reduction program within five years after the issuance of any certificate of occupancy. Multi-phase Projects shall achieve the objectives of the Trip reduction program for each phase within three years after the issuance of any certificate of occupancy for that phase. The permitted floor area for the final phase of the Project shall be dependent upon a demonstration that earlier phased TDM programs have achieved the Trip reduction goals.
- b. An Applicant may perform the TDM programs through tenants or lessees in the Project. However, agreements that tenants or lessees will perform the TDM program shall not relieve the Applicant or its successors of the duty to perform or require performance.
- c. Upon written certification of the Department of Transportation, a TDM program or portion thereof may be determined not necessary.

5. **TDM Performance Reports.**

The Applicant or successors shall submit an annual status report on the TDM program to the Department of Transportation beginning a year after the issuance of any certificate of occupancy. The report shall be prepared in the form and format designated by the Department of Transportation, which must either approve or disapprove the program within 60 days.

The TDM performance reports shall focus on ridesharing and Trip reduction incentives offered by the Project and shall include the following:

- a. Estimates of AVR levels attained;
- b. Verification that the plan incentives have been offered;
- c. Description of incentives offered by employers;
- d. Evaluation of why the plan did or did not work, and an explanation of why the revised plan is likely to achieve the AVR target levels; and
- e. List of additional incentives which can reasonably be expected to correct deficiencies.

Section 6. TRANSPORTATION IMPACT ASSESSMENT FEE.

A. Establishment of Transportation Impact Assessment (TIA) Fee.

- 1. Prior to the issuance of any building, grading or foundation permit, an Applicant shall pay or guarantee a Transportation Impact Assessment (TIA) Fee to the Department of Transportation. The TIA Fee shall be for

the purpose of funding the transportation improvements listed in Appendix B of this Specific Plan, including any revisions made to the Appendix pursuant to Section 6E2 below.

2. The Fee shall be paid or guaranteed before a building permit is issued for a Project or each phase of a multi-phased Project approved under the provisions of Section 9 of this Specific Plan. Any guarantee of payment of the Fee shall be by cash or letter of credit from an accredited bank pursuant to guidelines established by the Department of Transportation.

B. Fee Payment Procedures.

Prior to the issuance of a building permit for a Project, the Applicant, at its option, shall:

1. Pay the Transportation Impact Assessment Fee in cash; or
2. Pay a cash deposit equal to 10 percent of the TIA Fee, as determined by the Department of Transportation, prior to the issuance of a building permit, and guarantee the payment of the balance to be paid in full before the issuance of any temporary or permanent certificate of occupancy or 24 months from the date of issuance of the building permit, whichever is earlier; or
3. Pay a cash deposit equal to 10 percent of the TIA Fee, prior to the issuance of a building permit, and guarantee the payment of the balance of the TIA Fee in 120 monthly installments. The monthly installments shall include compound interest beginning from the date of issuance of the building permit with first payment commencing thirty days after the issuance of the building permit. The initial interest rate shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the date of issuance of the building permit. The interest rate shall be adjusted annually and shall be the effective yield the Los Angeles City Treasurer is obtaining on the City's investment pool as reported to the City Council for the month preceding the anniversary date of the building permit issuance date.

C. Calculation of Fee.

The TIA Fee shall be calculated according to the following formula:

$$\text{Fee} = \text{Number of Trips Generated} \times \text{Trip Cost Factor}$$

$$\begin{array}{lcl} \text{Number of Trips} & = & \text{Floor Area or unit of measurement, as applicable per Appendix A} \\ \text{Generated} & & \end{array} \times \begin{array}{l} \text{Trip Generation Rate in} \\ \text{Appendix A} \end{array}$$

D. Trip Cost Factor.

1. Amount. The Trip Cost Factor is hereby established at \$5,690 per Trip.
2. Annual Indexing. The Trip Cost Factor shall be annually increased (or decreased) as follows:

The Trip Cost Factor shall be increased (or decreased) as of January 1 of each year by the amount of the percent increase (or decrease) in the most recently available City Building Cost Index as determined by the Department of Transportation. The revised Trip Cost Factor shall be published by the Department of Transportation in a newspaper of citywide circulation before January 31 of each year.

If the Department determines that the City Building Cost Index does not adequately reflect the actual increase in costs, then the Department shall recommend to the City Council, based on a written report, that the City Council adopt different cost figures. Upon receipt of such a report, and after public hearing, the City Council may, by resolution, adopt these different cost figures to be used for adjustment of the Trip Cost Factor.

E. Uses of the Fee.

1. Transportation Improvements.

The Department of Transportation shall coordinate the implementation of the transportation improvements listed in Appendix B and funded by the TIA Fee.

2. Substitute Improvements.

Appendix B may be revised every two years by providing substitute or additional improvements to the list if the City Council, upon recommendation by the Department of Transportation, has determined that the improvements are consistent with this Specific Plan and that a substitute improvement fulfills the transportation objectives of the improvement which it is to replace. No improvement which is fully funded by other sources shall be added to the list.

F. Exemptions from Fee.

1. The following are exempted from the requirement of payment of a TIA Fee:
 - a. Those commercial uses which are considered Local Serving Uses as preceded by an asterisk (*) in the Trip Generation Table (Appendix A).
 - b. Additions, alterations or construction of any residential or multiple dwelling uses and accessory structures, excluding hotels and motels.

- c. Temporary uses of less than six months in duration. No extension of time shall be permitted.
 - d. Park and ride facilities.
 - e. Churches, Temples, and other properties used for religious worship.
 - f. Private and public elementary and secondary schools and all non-profit educational institutions.
 - g. Governmental or Public Facilities, excluding Projects on real property owned by the Department of Airports and used for Air Transportation Purposes.
 - h. A telework center facility, as determined by the Department of Transportation, designed or used as a work site to save commuter Trips for people who live in adjacent or nearby residential locations.
 - i. Freestanding commercial or medical office Projects of less than 20,000 square feet.
2. The following shall pay the TIA Fee required on July 1, 1991 pursuant to Ordinance No. 160,394:
- a. A Project which is required to provide a dedication(s) or an easement(s) for the light rail route under analysis by the Los Angeles County Transportation Commission (LACTC).
 - b. A Project which received a Coastal Development Permit or Project Permit prior to the effective date of this Specific Plan.
 - c. A Project which received a Project Permit pursuant to Ordinance Nos. 163,472, 164,937, 166,173, 166,986 or 167,056 (Venice Coastal Interim Control Ordinance) prior to the effective date of this Specific Plan.

G. Refunds.

- 1. If a Fee is claimed to be erroneously, illegally or unconstitutionally collected, or a refund is claimed pursuant to this Specific Plan, then requests for refunds may be filed utilizing the procedures for refunds described in Sections 22.12 and 22.13 of the LAMC.
- 2. In addition to the above procedure, the City Council may refund the Fee and/or release a letter of credit if:
 - a. The building permit and all extensions have expired and the Project for which the TIA Fee has been collected has not been constructed; or
 - b. A refund or release is specifically authorized by resolution of the City Council, and the Council finds that the Fee is no longer needed or its retention would violate the constitutional rights of any person; or

- c. A refund or release based on the effectiveness of TDM Programs, as recommended by the Department of Transportation, is specifically authorized by resolution of the City Council.

- 3. Except as specified in Section 7B4 for TDM Programs, a claim for refund pursuant to Section 6G2 a above shall be filed no later than one year after payment of the TIA Fee or one year after the expiration date of the building permit, including any extensions thereof, whichever is later.

Section 7. CREDITS FROM THE TIA FEE.

A. Trip Credit for Previous Land Use.

1. Change of Use.

- a. Applicants for Projects changing the existing land use may request a Trip credit for the existing use based on the Trip Generation Table (Appendix A) if, as determined by the Department of Transportation, the existing use has been in place for twelve consecutive months continuously during the four years immediately preceding the application for a building permit. A 50 percent Trip credit from the Trips generated by the existing use shall be allowed if the use has been in place for at least 6 months continuously during the same four year period.
- b. Notwithstanding the provisions of Paragraph "a" of this Subdivision, Applicants for a Project for which a TIA Fee has been paid pursuant to Ordinance No. 160,394 may request and receive a full Trip credit for the existing land use.
- c. The Department of Transportation shall have the authority to adopt guidelines, with the approval of the City Council by resolution, to implement this Section.

2. No Change of Use.

Applicants for Projects not changing the existing land use may request a Trip credit against the TIA Fee based on the Trip Generation Table (Appendix A) if the use was in effect on the effective date of Ordinance No. 160,394 (November 3, 1985).

B. In-Lieu Credits.

1. Transportation Improvements.

In-Lieu Credit against the TIA Fee shall be given for all or portions of Regional or Subregional Transportation and Transit Improvements designated in Appendix B or Appendix C or for Regional or Subregional Improvements as determined by the Department of Transportation. Project Serving Improvements in Appendix B or Appendix C shall not be eligible for any In-Lieu Credit. The Department of Transportation may

apportion In-Lieu Credit for improvements which are beyond the minimum required to mitigate the impacts of the Project. The amount of In-Lieu Credit for Regional or Subregional Transportation Improvements shall be calculated by the Department of Transportation and credited at the time the building permit is issued.

2. In-Lieu Credit Estimates.

a. The Applicant shall be required to prepare preliminary plans and a detailed cost estimate of the proposed Regional or Subregional Transportation Improvements for review by and approval of the City Engineer and the Department of Transportation. Costs shall be approved by the Department of Transportation based on estimated B-Permit construction costs, including an additional 15 percent for contingency costs, as prepared by the City Engineer. The City Engineer may contract out for costing and appraisal services, the cost of which shall be paid by the Applicant and included in the In-Lieu Credit estimates.

b. In-Lieu Credits shall be applied to reduce the TIA Fee after the required transportation improvements have been completed or guaranteed to the satisfaction of the Department of Transportation and the City Engineer. The total TIA Fee, after deducting any applicable In-Lieu Credits, shall be guaranteed prior to issuance of a building permit. The guarantees shall consist of Bonds for B-Permit construction on City streets; Encroachment Permits for construction on State Highways; and cash payments for ATSAC improvements. The City shall not grant In-Lieu Credits that are in excess of the assessed TIA Fees for the entire Project.

3. Larger Transportation Improvement.

In cases where a Project Serving Improvement was required pursuant to a parcel or tract map approval but the Department of Transportation, pursuant to a Traffic Assessment, determines that a Larger Transportation Improvement is needed as part of a Regional or Subregional Transportation Improvement, the Department of Transportation shall approve an In-Lieu Credit, based upon the difference in costs between the Project Serving Improvements and Larger Transportation Improvement. Dedications for the Larger Transportation Improvement shall be given In-Lieu Credit based on the fair market value of the land appraised as of the date of dedication, to the satisfaction of the City Engineer and the General Manager of the Department of Transportation.

4. TDM Programs.

a. Effectiveness of TDM Program.

- 1) Within five years of issuance of any certificate of occupancy, a Project which has achieved a 90 percent occupancy may receive an In-Lieu Credit

against the TIA Fee after it has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation. However, if the first phase of a multi-phased Project has demonstrated the effectiveness of the TDM Program to the satisfaction of the Department of Transportation, then the next phase of the multi-phased Project shall be entitled to an In-Lieu Credit against that phase's TIA Fee when that Fee is due.

- 2) The amount of In-Lieu Credit shall be calculated on the basis of Average Vehicle Ridership (AVR) as indicated below:

<u>AVR</u>	<u>In-Lieu Credit</u>
1.30 - 1.39	10 percent of TIA Fee
1.40 - 1.49	15 percent of TIA Fee
1.50 and above	25 percent of TIA Fee

b. Nonconformance Assessment Fee.

If the Applicant fails to maintain full conformance with the TDM Program for which the Applicant has received In-Lieu Credit, the Applicant shall pay the amount of the reduction credit plus interest from the date of the credit and reasonable administrative costs. The amount shall be levied by the Department of Transportation upon the Applicant or its successor by written assessment which states the failure of conformance. The Applicant or its successor may appeal the assessment to the City Council within 15 days of service of the assessment.

5. Multi-Phase Projects.

In multi-phase Projects approved under the provisions of Section 9 of this Specific Plan, In-Lieu Credits to reduce the TIA Fee may be reserved and credited from one phase to a future phase of the same Project. However, in no case shall a final phase be approved with land uses that generate less than 25 percent of the Project's total Trips.

6. Land Dedications.

- a. In-Lieu Credit shall not be granted for land dedication for right-of-way purposes to meet standard street requirements pursuant to Section 5F of this Specific Plan.
- b. Land dedications for a Larger Transportation Improvement or a Transit Facility, excluding land for Project Serving Improvements, shall be given In-Lieu Credit.
- c. In-Lieu Credit for land dedications shall be based on the fair market value of the dedication, appraised to the satisfaction of the City as of the date of dedication. Land dedications shall include both fee dedications and right-of-way easements.

7. Housing Production Program.

- a. **Authority.** The City Council may, by resolution after report of the City Planning Department and other appropriate City agencies, and in consultation with the Department of Transportation, grant additional In-Lieu Credits to a Project that contributes to a more balanced jobs/housing ratio in the Specific Plan Area through provision of dwelling units otherwise unsubsidized by any public agency. The dwelling units shall be reserved for the life of a mixed-use Project, or for 40 years if produced off-site, and shall be available as Very Low, Low and Moderate Income Dwelling Units.
- b. **In-Lieu Credits.** The In-Lieu Credits shall be credited upon issuance of the certificate of occupancy for the Very Low, Low Income and Moderate Income Dwelling Units. The In-Lieu Credits against the TIA Fee shall be calculated for Very Low, Low Income and Moderate Income Dwelling Units subject to this Subdivision in the following manner:
 - 1) Very Low Income Dwelling Units (DU) provided on-site, or associated with, or combined with a non-residential Project. 2.0 Trips/DU
 - 2) Very Low Income Dwelling Units provided within 1,300 feet of the lot line of the Project. 1.3 Trips/DU
 - 3) Very Low Income Dwelling Units provided within the Specific Plan Area. 0.7 Trips/DU
 - 4) Low Income Dwelling Units shall be eligible for 65 percent, and Moderate Income Dwelling Units for 25 percent of credit available to Very Low Income Dwelling Units. Senior citizen dwelling units shall not be eligible for In-Lieu Credits.
- c. **Maximum Credits.** In no case shall the housing In-Lieu Credits exceed 50 percent of the TIA Fee for a Project. The housing In-Lieu Credit shall not be granted until issuance of the certificate of occupancy for the dwelling units.
- d. **Dwelling Unit Mix.** A maximum of 49 percent of the total dwelling units on off-site housing which is eligible for In-Lieu Credits may be reserved as Low and/or Very Low Income Dwelling Units, as defined by the Housing Department or its successor or assignee.
- e. **Report.** Applicants granted In-Lieu Credits for housing shall submit a biannual report to the Department of Transportation and to the Council Office showing p.m. Peak Hour Trip generation to the Project site. The first report shall be submitted one year after issuance of the final certificate of occupancy.

Section 8. LAND USE.

A. Phasing Program.

1. Prohibition.

Prior to the issuance of a building permit for any building or structure within a Project with more than one phase, a Phasing Program for the Project shall be approved by the Departments of City Planning and Transportation. This prohibition shall not apply to Projects by the Department of Airports within the Airport Corridor Area.

2. Project Phasing.

An Applicant for a Project which generates 500 or more Trips shall conform to the following provisions to implement the mitigation measures required pursuant to Section 5 of this Specific Plan and the transportation improvements listed in Appendix B of this Specific Plan:

- a. **Application.** For a Project with more than one phase, the Applicant shall submit an application for a Phasing Program containing the following: proposed density and land uses for the entire Project; Adjacent Intersections on which the Project has a Significant Transportation Impact; proposed Regional or Subregional Transportation Improvements to be provided as part of this Project; and TDM programs and goals.
- b. **Phasing Program.** The Phasing Program shall include the following:
 - 1) Total floor area and use of the Project in each phase.
 - 2) Anticipated Project schedule.
 - 3) Trip generation tables for each phase.
 - 4) Regional or Subregional Transportation Improvements scheduled to be constructed in each phase.
 - 5) Project Serving Improvements scheduled to be constructed in each phase.
- c. **Review of Phasing Program.** Prior to approval of the Phasing Program, the Department of Transportation shall review the Phasing Program, identify the Traffic Impact Mitigations to be undertaken by the Project, approve any In-Lieu Credits available to the Project, determine that TDM program goals are in conformance with the provisions of this Specific Plan and calculate the TIA Fee for each phase. If an Applicant subsequently submits a modification to the Project which results in a change in density or land use and which results in an increase in Trip generation in an approved Phasing Program, appropriate adjustments in Fees, Traffic Impact

Mitigations or TDM requirements applicable to the increase shall be made as a condition of Departmental approval.

d. Review of the Phases.

- 1) Prior to the issuance of a building permit for each phase of the Project, the Department of Transportation shall review the building permit application for conformance to the Phasing Program conditions.
- 2) The final phase shall be designed to include land uses which generate at least 25 percent of the total Project Trips. The final phase of a multi-phase Project reviewed under this Section shall demonstrate to the Department of Transportation that required TDM programs for prior phases have achieved Trip reduction objectives. Where a TDM program is found not to be functioning and/or not reducing Trips as anticipated for the Project, the final phase of the Project shall be reduced proportionally.

- e. Covenant and Agreement.** Prior to issuance of the building permit for the first phase of the Project, the owner(s) of the property shall covenant and agree to comply with the provisions of this Section. The covenant shall be recorded, shall run with the land and shall be binding upon any future owners, successors, heirs or assignees of the Applicants.

B. Public Pedestrian Facilities.

1. A Project shall dedicate the right-of-way needed for construction of and access to public Pedestrian Bridges as shown on the applicable Community Plans.
2. Public pedestrian walkways shall conform to the design standards set forth by the City Engineer.
3. Any requested change by the Applicant in the approximate location of the public Pedestrian Bridges, as shown on the Community Plan Map, shall be subject to the approval of the Director of Planning, the City Engineer and the General Manager of the Department of Transportation, who must find that the change will provide equal or better pedestrian access and safety.

Section 9. APPEALS.

A. Appeal to the Department of Transportation.

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by the Department of Transportation pursuant to this Specific Plan may appeal to the General Manager of the Department of Transportation within a 15-day period following the date of mailing of a letter of

determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Transportation and shall be accompanied by a filing fee of \$500 payable to the Department of Transportation or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The Department shall determine the matter within 30 days following the appeal.

B. Appeal to City Planning Commission.

An Applicant or any other interested person adversely affected by the proposed Project who disputes any determination made pursuant to Section 8 of this Specific Plan may appeal to the City Planning Commission within a 15-day period following the date of mailing of a letter of determination of the Department of Transportation. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified. The appeal shall be on a form as prescribed by the Department of Planning and shall be accompanied by a filing fee of \$500 payable to the Department of Planning or, in the case of an appeal by an aggrieved person other than the Applicant, by a filing fee of \$60. The City Planning Commission shall determine the matter within 30 days following the appeal.

C. Appeal to City Council.

An Applicant or any other interested person who filed an appeal pursuant to this Section who is dissatisfied with any decision of the General Manager of the Department of Transportation or City Planning Commission may appeal to the City Council. Any appeal not filed within a 15-day period following the date of mailing of a letter of determination by the Department of Transportation or City Planning Commission shall not be considered by the City Council. The City Council shall determine the matter within 60 days following the date of submission of the appeal unless the Applicant and the City Council agree to an extension of time.

Section 10. REVIEW OF THE SPECIFIC PLAN.

The Coastal Transportation Corridor Specific Plan shall be monitored on a regular basis by the City's Department of Transportation. A report reviewing the status of the Fund and implementation of the Specific Plan shall be submitted by the General Manager of the Department of Transportation to the City Council every two years. The report shall be submitted to the City Council no later than November of the year in which the report is due.

Section 11. VIOLATIONS.

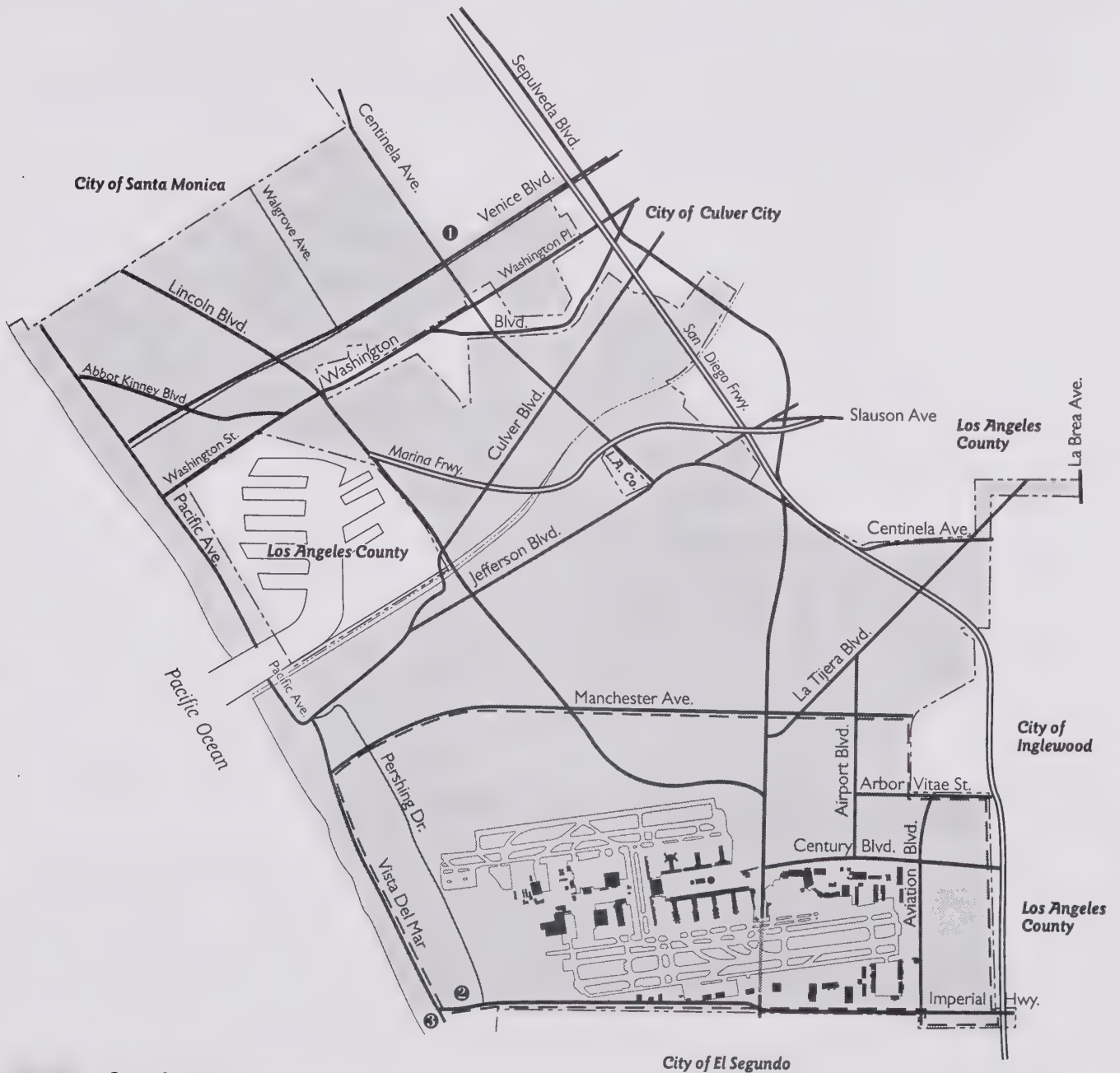
Any person who violates any provision of this Specific Plan shall be guilty of a misdemeanor.

Section 12. SEVERABILITY.

If any provision of this Specific Plan or the application thereof to any person, property or circumstances is held to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect other Specific Plan provisions, clauses or applications which can be implemented without the invalid provisions, and, to this end, the provisions and clauses of this Ordinance are declared to be severable.

280CTC4

Coastal Transportation Corridor Specific Plan



Specific Plan Area

--- Airport Corridor Boundary

NOTES:

- ① Includes frontages on both sides of Centinela Ave. from Santa Monica City Boundary line south to Venice Blvd. and both sides of Venice Blvd from Centinela Ave. east to the San Diego Frwy.
- ② Includes only northerly frontage of Imperial Hwy. between Pershing Dr. and the westerly terminus of the Specific Plan area.
- ③ Westerly prolongation of Imperial Hwy. to Pacific Ocean.



Not to Scale

APPENDIX A

TRIP GENERATION TABLE Coastal Transportation Corridor Specific Plan

For purposes of this Table, the floor area shall be the square footage confined by the outside surface of the exterior walls of a building, except for that square footage devoted to vehicle parking, necessary interior driveways and ramps.

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
<u>Automobile Uses</u>	
* Car Wash	110.0 per car wash
* Gas Station	3.6 per pump
* Repair/Service	6.0 per service stall
Car rental/Used car sales	1.0 per 1,000 sq. ft. of lot size
New car sales	4.6 per 1,000 sq. ft. of floor area
<u>Banking Uses</u>	
* Walk-in Bank	16.7 per 1,000 sq. ft. of floor area
* With drive-through	25.3 per 1,000 sq. ft. of floor area
* Savings & Loan	5.3 per 1,000 sq. ft. of floor area
* With drive-through	6.8 per 1,000 sq. ft. of floor area
<u>Shopping Center</u>	
* Less than 30,000 sq. ft.	14.6 per 1,000 sq. ft. of floor area
30,000 sq. ft. or more	$(-0.001A + 323.5 / A + 3.9)$ per 1,000 sq. ft. of floor area (where A = floor area / 100)
<u>Retail Uses</u>	
* Supermarket	8.8 per 1,000 sq. ft. of floor area
* Convenience Market	46.7 per 1,000 sq. ft. of floor area
* Specialty Retail	5.0 per 1,000 sq. ft. of floor area (Free-standing retail not in a shopping center, excluding high Trip-generating land uses)
* Furniture Store	0.4 per 1,000 sq. ft. of floor area (More than 30,000 sq. ft.)
* Other Commercial	9.6 per 1,000 sq. ft. of floor area (High Trip-generating land uses such as video stores, bakeries, yogurt shops)
* Entertainment Theater	0.15 per seat
Discount Store	6.1 per 1,000 sq. ft. of floor area (More than 50,000 sq. ft.)
<u>Hospitals</u>	
General	1.2 per bed
Convalescent	0.2 per bed
<u>Industrial</u>	
Industrial Park	1.0 per 1,000 sq. ft. of floor area
Manufacturing	0.8 per 1,000 sq. ft. of floor area
Warehousing	1.6 per 1,000 sq. ft. of floor area (50,000 sq. ft. or more)
* Storage	0.3 per 1,000 sq. ft. of floor area (Less than 50,000 sq. ft.)
Airport Facilities	0.8 per 1,000 sq. ft. of floor area (Other than passenger terminals, such as maintenance or cargo facilities)

<u>LAND USE</u>	<u>P.M. PEAK TRIPS PER HOUR</u>
Mini-Warehouse (Less than 30,000 sq. ft.)	0.3 per 1,000 sq. ft. of floor area
Science Research and Development	0.9 per 1,000 sq. ft. of floor area
<u>Lodging</u>	
Hotel, Motel or Apt. Hotel	0.7 per guest room
* Multi-Story Apartments, Condominiums, Townhomes or Single- Family Housing	0.7 per dwelling unit
<u>Offices</u>	
Commercial Office (Under 100,000 sq. ft.)	2.8 per 1,000 sq. ft. of floor area
Commercial Office (100,000 sq. ft. or more)	2.0 per 1,000 sq. ft. of floor area
Government Office	2.9 per 1,000 sq. ft. of floor area
Medical Office	3.9 per 1,000 sq. ft. of floor area
<u>Parking Lot - Commercial</u>	0.0 trips
<u>Restaurants</u>	
* Low turnover	6.1 per 1,000 sq. ft. of floor area
* High turnover	10.5 per 1,000 sq. ft. of floor area
* Fast Food	31.6 per 1,000 sq. ft. of floor area (A restaurant immediately adjacent to an automobile parking area, where patrons are served at a counter or a drive-through)
<u>*Child Care/Nursery</u>	12.3 per 1,000 sq. ft. of floor area
<u>Health Club</u>	3.6 per 1,000 sq. ft. of floor area
<hr/>	
* Local Serving Uses	

APPENDIX B

LIST OF TRANSPORTATION IMPROVEMENTS Coastal Transportation Corridor Specific Plan

A. Transportation Demand Management (TDM) actions, including a City sponsored TDM program.

B. Traffic Management Actions including:

1. Implementation of automated traffic surveillance and control (ATSAC) systems in Westchester/LAX and Venice/Mar Vista areas.
2. Other traffic signal improvements, as required.
3. Channelization and striping, as required.
4. Creation of off-street parking to replace commercial on-street parking when such parking is removed to improve traffic flow.

C. Transit Actions

1. Local shuttle bus service within and to employment centers of the Specific Plan Area.
2. Transit improvements, including support for implementation of the Coastal Transportation Corridor Transit Facility.

D. New Routes and Street Widening, including:

1. Culver Boulevard: Widen to six lanes from Marina Freeway to Sepulveda Boulevard.
2. Centinela Avenue
 - a. Widen to six lanes from Sepulveda Boulevard to Jefferson Boulevard.
 - b. Widen to six lanes from Jefferson Boulevard to National Boulevard as feasible.
3. Imperial Highway: Widen to six lanes from Sepulveda Boulevard (Century Freeway Termination Point) to Pershing Drive.
4. 96th Street - Bellanca Avenue: Improve to four-lane highway.
5. Airport Boulevard: Extend south of Century Boulevard, under LAX runways, as a six-lane road to intersect Imperial Highway at Nash Street.
6. La Cienega Boulevard
 - a. Widen to six lanes from Imperial Highway to Century Boulevard.
 - b. Widen to six lanes from Century Boulevard to Arbor Vitae Street as feasible.

7. Arbor Vitae Street: Widen to six lanes from Airport Boulevard to new interchange on I-405.

8. Sepulveda Boulevard

- a. Widen to eight lanes from Lincoln Boulevard to Manchester Avenue.
- b. Widen to eight lanes from Manchester Avenue to Centinela Avenue as feasible.

9. Marina Freeway

- a. Extend from Culver Boulevard to Mindanao Way.
- b. Extend from Mindanao Way to Lincoln Boulevard as feasible.

10. La Tijera Boulevard: Widen to six lanes from Airport Boulevard to La Cienega Boulevard.

11. Aviation Boulevard: Widen to six lanes from Imperial Highway to Arbor Vitae Street.

12. Lincoln Boulevard: Widen to six lanes north of Venice Boulevard.

13. Lincoln Boulevard

- a. Widen to eight lanes from Westchester Parkway to Hughes Way.
- b. Widen to eight lanes from Marina Freeway to Venice Boulevard as feasible.

14. Admiralty Way: Extend as a four-lane highway from Jefferson Boulevard south to Lincoln Boulevard at Hughes Way.

E. Intersection Reconstructions including:

1. Sepulveda Boulevard/96th Street: Construct 96th Street overcrossing.
2. Additional intersection approach widenings at the following locations:

Airport/Arbor Vitae
Airport/Century
Airport/La Tijera
Airport/Manchester
Aviation/Century
Imperial/Aviation
Imperial/La Cienega
Imperial/Pershing
Imperial/Vista del Mar
Lincoln/Manchester
Lincoln/Venice
Lincoln/Washington
Sepulveda/Centinela

APPENDIX C

TABLE OF PROGRAMMED IMPROVEMENTS Coastal Transportation Corridor Specific Plan

City of Los Angeles Five-Year Capital Improvement Project List

1. Centinela/Short Intersection*
2. Centinela Widening, Washington/Short
3. Centinela Creek Bike Route*
4. Culver Boulevard/Walsh and Westlawn Intersection*
5. Venice Boulevard, Lincoln to Pacific*
6. Venice Canals, Pedestrian and Bike Bridge Replacement*

Caltrans Five-Year State Transportation Improvement Program

1. Arbor Vitae Street Interchange on I-405*

Private Developers

1. Realign, extend and improve Culver Boulevard between the Marina Freeway and Falmouth Avenue, including a bridge over Ballona Creek.
2. Reconstruct and improve Culver/Lincoln interchange.
3. Reconstruct and improve Lincoln Boulevard between Hughes Way and Fiji Way.*
4. Improve Jefferson Boulevard between Culver Boulevard and Centinela.*
5. Construct Bay Street connecting Hughes Way to Culver Boulevard, including a bridge over Ballona Creek.
6. Construct a connection between Hughes Way and the Hughes Aircraft Company access road.*
7. Construct Hughes Way from Lincoln Boulevard to Centinela or Jefferson.
8. Extend Admiralty Way south of Fiji Way to the new Culver Boulevard.*
9. Extend Falmouth Avenue to join Culver Boulevard.*
10. Construct Spicer Road from Sepulveda Boulevard to the southbound and northbound freeway on and off ramps.

* Road dimensions to be determined at the time of development approval.

Part 5

COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

Ordinance No. 168,999

Effective September 22, 1993

ADMINISTRATIVE RESPONSIBILITIES

Applicant/Owner

- ° The applicant shall submit an application to the Department of Transportation for calculation of the number of trips and determination of transportation impacts and pay a filing fee. (5C)
- ° For all projects, the applicant shall make highway dedications and improvements and pay Transportation Impact Assessment Fee. (5D)
- ° When the traffic assessment finds a significant transportation impact, the applicant shall provide a Traffic Mitigation Plan (5D2), guarantee mitigation measures, and record covenant and agreement (5E).
- ° The applicant shall prepare preliminary plans and a detailed cost estimate of any proposed regional or subregional transportation improvements. (7B2)
- ° For projects generating more than 100 trips, the applicant shall execute a covenant to submit a Transportation Demand Management program schedule and shall submit an annual status report on the TDM program beginning a year after the issuance of a certificate of occupancy. (5G)
- ° For projects generating 500 or more trips or proposing more than one phase, the applicant shall submit a phasing program. (8A)
- ° The owner shall acknowledge the contents and limitations of the Specific Plan (5B) and execute a covenant and agreement to complete required transportation mitigation measures. (5B,E)

Department of Transportation (DOT)

- ° DOT shall establish number of trips for a project, and grant trip credit for existing land uses. (5C1)
- ° DOT shall provide a traffic assessment of a project which generates 43 or more trips and shall determine required traffic impact mitigation measures. (5D2,3)
- ° DOT, together with the Department of City Planning, shall approve the phasing program for a project which generates 500 or more trips or which has more than one phase. (8A1)
- ° DOT shall calculate and collect the Transportation Impact Assessment Fee. (8)
- ° DOT shall coordinate the implementation of transportation improvements as listed in Appendix B and funded by the TIA Fee. (7E)
- ° DOT, together with the City Engineer, shall certify completion of or guarantee of completion of required mitigation measures (5A,E) and approve dedications and improvements as may be required by the Highways and Freeways Element of the General Plan. (5F)
- ° The General Manager of DOT shall make the determination on an appeal of a determination by the Department of Transportation. (9A)
- ° Every two years, DOT shall submit to the City Council a status report on the Coastal Transportation Fund (Ordinance No. 169,000) and implementation of the Specific Plan years. (10)

Department of Housing

- ° The Department of Housing shall provide current figures for low, moderate and very low income levels for dwelling units for which in-lieu credit is requested. (4,7B)

Transportation Coordinator

- ° A Transportation Coordinator - an employee or contracted service for a Project or an employer organization - shall promote carpools and vanpools and Transportation Demand Management programs. (4)

Department of City Planning

- ° The Department of City Planning, together with DOT, shall approve a phasing program for a project with more than one phase. (8A1)
- ° The Department of City Planning, together with other appropriate agencies and in consultation with the Department of Transportation, shall submit a report to the City Council on the merit of granting in-lieu credit to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)

City Planning Commission

- ° The City Planning Commission shall make the determination on an appeal of a determination made pursuant to the phasing program or public pedestrian facilities. (9B)
- ° The City Planning Commission may grant exceptions to the Specific Plan pursuant to Section 11.5.7 D of the LAMC. (3B)

City Council

- ° The City Council may grant additional in-lieu credits to a project that contributes to a more balanced jobs/housing ratio through provision of non-publicly subsidized dwelling units. (7B7)
- ° The City Council shall make the determination on an appeal of a determination of the General Manager of DOT or the City Planning Commission. (9C)
- ° The City Council shall make the determination on an appeal of the determination of the City Planning Commission on an exception to the Specific Plan. (3B)

280CTC5 (111094)

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2. Subject Index
3. Annotated Table of Contents
4. Specific Plan Ordinance
5. Administrative Responsibilities

290MISC(071896)

Part 1

GLENCOE/MAXELLA SPECIFIC PLAN Ordinance No. 169,102 Effective November 21, 1993

SUMMARY OF PROVISIONS

The purpose of the Specific Plan is to protect existing established industrial uses, encourage the preservation and expansion of light industrial uses and permit the development of housing.

As described and shown on the Specific Plan Map, the lots fronting on Lincoln Boulevard are zoned M1-1 and all other lots are zoned CM(GM)-2D-CA.

- ° CM(GM) refers to the Commercial Manufacturing Glencoe/Maxella Zone, a new zone;
- ° 2D refers to the Height District as set forth within the Specific Plan;
- ° CA refers to the Commercial and Aircraft District, a supplemental use district, as set forth in Section 13.06 of the Code.

Land Use

Permitted uses in the CM(GM) Zone include CM Zone uses, conditional uses, and other uses as specified in any existing building or structure constructed prior to 1952 or for which a certificate of occupancy was issued prior to the effective date of the Specific Plan.

Prohibited uses in both the CM(GM) and M1 Zones include amusement enterprises, banks and saving and loans, car washes, gasoline stations, hotels, mini-shopping centers, off-site commercial signs, retail shopping centers in excess of 65,000 square feet and any use not listed which is determined by the Department of Transportation to generate more than 6.0 p.m. peak hour trips per 1,000 square feet of gross area.

Yards

Yard regulations address front, side and rear yards for residential, non-residential and mixed use projects.

Projects fronting on Beach Avenue shall have at least a five-foot front yard; on Redwood, a 25-foot front yard and all other streets, a 10-foot front yard.

Side yards of at least five feet plus one foot for each story above the second story are required for all projects; seven-foot side yards are required between residential and non-residential projects or development.

Rear yards for residential projects shall be at least 15 feet and for non-residential projects, 7 feet, except non-residential and mixed use projects on Beach Avenue shall not require a rear yard.

Yards for the residential portion of mixed use projects shall be as for residential projects, beginning on the first story used for residential purposes.

Density

Residential projects with a minimum of 25% of dwelling units reserved for low and moderate income rent levels shall be permitted one dwelling unit per 600 square feet of lot area, and a maximum FAR of 2.0:1.

All other residential projects shall be permitted one dwelling unit per 800 square feet of lot area, and a maximum FAR of 1.75:1.

Commercial and industrial projects fronting on Beach Avenue shall be permitted a FAR of 1.5:1, and on other streets, an FAR of 1.0:1.

Mixed use projects shall be permitted a combined FAR of 1.0:1.

Height

Non-residential projects and uses shall not exceed 45' in height and residential projects, 55' in height. Residential uses exceeding 45' in height shall set back an additional distance equal to the increment in height over 45'.

Parking

Parking requirements are specified for:

- Multiple-family dwelling units
- Boarding and lodging houses
- Veterinary hospitals
- Health studios
- Commercial banks
- Child care centers
- Business and trade schools
- Dance halls
- General offices
- Restaurants

Development Standards

Air filtration system, trash storage and recycling facility, soil assessment and landscaping are required for new residential units and for non-residential projects in excess of 10,000 square feet. Dual-glazed windows are required for the residential portion of projects.

Nonconforming Rights

Restoration of damaged buildings:

- ° A legally existing building damaged to not more than 75% of its replacement value may be restored provided that the cost of restoration does not exceed 75% of its replacement value.

Rights of existing buildings or structures:

- ° A building nonconforming as to height, lot area or yard regulations may be replaced or added to provided that the use and occupancy and addition are consistent with Sections 6 and 7 of the Specific Plan, that total cost shall not exceed 50% of the replacement value and that additions do not exceed a cumulative total of 10,000 square feet.

Nonconforming use of land:

- ° LAMC Section 12.32 C 1(c)(1) shall not apply to a use of land existing on the effective date of the Specific Plan.

Highway and Street Improvements

Highway and street designations, and roadway and right-of-way standards, are established for various public roadways within the Specific Plan area.

Dedication and improvement regulations are established for specified streets for any non-residential development in excess of 10,000 square feet.

The Department of Transportation may prohibit on-street parking on Glencoe Avenue when all lots have been improved.

290GM1(032195)

Part 2

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

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290GM2(110394)

Part 3

GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993

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<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>	<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
			Parking	Multiple family dwelling units - 1 guest space per 2 dwelling units, plus: 1 for units under 3 rooms; 1.5 for 3-room units; 2 for units over 3 rooms.	6F1
Zoning	Lots are zoned either CM(GM)-2D-CA or M1-1.	5		Boarding and lodging houses - 2 spaces per 3 guest rooms	6F2
Land Use	Permitted uses include CM Zone uses, conditional uses and others.	6A		Medical facilities - 1 space per 100 sq. ft.	6F3
	Prohibited uses	6B		Financial institutions - 1 space per 200 sq. ft.	6F4
Yards	Front yards of 10 ft., except on Redwood and Beach Avenues.	6C1		Child care centers - 1 space per 500 sq. ft.	6F5
	Side yards of 5 feet or more, except for residential and non-residential projects fronting on Beach Avenue and abutting properties.	6C2		Trade schools - 1 space per 25 sq. ft.	6F6
	Rear yards of 15 ft. for residential projects and 7 ft. for non-residential except on Beach Avenue.	6C3		Halls - 1 space per 75 sq. ft.	6F7
	Yards for mixed use projects comply with Sections 6C1,2 & 3.	6C4		Offices - 1 space per 250 sq. ft.	6F8
Density	Residential with 25% of low and moderate income rents permits density of 1 dwelling unit per 600 sq. ft. of lot area, and FAR of 2:1.	6D		Restaurants and bars - 1 space per 30 sq. ft.	6F9
	Other residential permits 1 dwelling unit per 800 sq. ft. of lot area, and FAR of 1.75:1.			Laundromats and cleaners - 1 space per 200 sq. ft.	6F10
	Commercial and industrial on Beach Avenue permits FAR of 1.5:1, and on other streets, FAR of 1:1.		Development Standards	For new residential and non-residential in excess of 10,000 sq. ft.	6G
	Mixed use projects permit a combined FAR of 1:1.			Air filtration systems	6G1
				Dual-glazed windows	6G2
				Trash storage and recycling facilities	6G3
				Soil assessment	6G4
				Landscaping standards	6G5
Height	Non-residential not to exceed 45-ft. height, and residential and mixed use not to exceed 55-ft. height. Residential uses exceeding 45-ft. height are set back an additional distance equal to the increment in height over 45 ft.	6E	Nonconforming Rights	Restoration of damaged buildings	6H1
				Rights of existing buildings or structures	6H2
				Nonconforming uses	6H3

<u>PROVISION</u>	<u>HIGHLIGHTS</u>	<u>SECTION</u>
Highway and Street Improvements	Highway and street designations	7A
	Glencoe Avenue - 80 ft. Modified Secondary Highway	
	Maxella Avenue (Glencoe to Lincoln) - Secondary Highway	
	Maxella Avenue (Glencoe to Redwood) - 64-ft. Collector Street	
	Redwood Avenue - 64-foot Collector Street	
	Dedications and improvements precede building permits for any new residential or non-residential project exceeding 10,000 sq. ft.	7B
	Department of Transportation may prohibit on-street parking on Glencoe Avenue when all lots have been improved.	7C

290GM3(032195)

Part 4

**GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993**

An ordinance establishing a specific plan, known as the Glencoe/Maxella Specific Plan, for a portion of the Palms-Mar Vista-Del Rey and Venice Community Plan areas.

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. THE ESTABLISHMENT OF THE GLENCOE/MAXELLA SPECIFIC PLAN.

The Glencoe/Maxella Specific Plan is hereby established and is applicable to that area of the City of Los Angeles shown within the heavy lines on the Specific Plan.

Section 2. PURPOSES. The purposes of this Specific Plan are as follows:

- A. To assure that future development of the Glencoe/Maxella area occurs in an orderly, attractive, and harmonious manner;
- B. To protect the existing, established industrial uses within the Specific Plan Area, and to encourage the preservation and expansion of light industrial uses which provide skilled jobs for local residents;
- C. To permit the development of housing within the Specific Plan area;
- D. To protect adjacent residential neighborhoods from potential adverse environmental impacts from development within the Specific Plan area;
- E. To insure that differing land uses in close proximity to each other will be compatible;
- F. To enhance the future development of the area by establishing coordinated and comprehensive standards for height, density, land use, yards and parking; and
- G. To promote a park-like setting and provide shade for pedestrian traffic throughout the Specific Plan area through the planting of trees, shrubs and native drought resistant plants.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF THE MUNICIPAL CODE.

- A. The regulations of this Specific Plan are in addition to those set forth in the planning zoning provisions of Chapter 1 of the Los Angeles Municipal Code (Code), and any other relevant ordinances, and do not convey any

rights not otherwise granted under the provisions and procedures contained in that Chapter and other relevant ordinances, except as specifically provided herein.

- B. Wherever this Specific Plan contains provisions which require greater yard requirements, lower heights, lower densities, more restrictive uses, more restrictive parking requirements, greater street dedications, or other greater restrictions or limitations on development; or less restrictive yard requirements, less restrictive heights, less restrictive densities, less restrictive heights, less restrictive densities, less restrictive uses, less restrictive parking requirements, lesser street dedications, or other less restrictive provisions than would be allowed or required pursuant to the provisions contained in Chapter 1 of the Code, the Specific Plan shall prevail and supersede the applicable provisions of that Code.
- C. The procedures for the granting of exceptions to the requirements of this Specific Plan are set forth in Section 11.5.7 D of the Code. In approving an exception from this Specific Plan pursuant to Section 11.5.7 D, the City Planning approve any conditional use under its jurisdiction. Only one fee shall be required for joint applications.
- D. By way of reference only, the following regulations or their successors, among other regulations, are applicable to Projects within the Specific Plan area: Site Plan Review Ordinance (No. 166,127); Sewer Ordinance (No. 163,565); Water Conservation Ordinance (No. 163,532); Coastal Transportation Corridor Specific Plan Ordinance (No. 168,999); and California Code of Regulations (CCR), Title 24 (energy conservation requirements).

Section 4. DEFINITIONS. Whenever the following words are used in this Specific Plan, they shall be construed as defined in this Section. Words and phrases not defined herein shall be construed as defined in Sections 12.03, 91.0407 and 91.6203 of the Code, if defined therein.

Applicant. An individual or entity submitting an application for a building permit for a project.

Project. Any construction, erection or addition to any building or structure, a change of use, use of land, or additional floor area on a lot located in whole or in part within the Specific Plan area which requires the issuance of a building permit or use of land permit. A project shall not include activity requiring building permits for only the alteration of existing structures solely relating to electrical, mechanical or plumbing work, facia, or signs (or any combination of the foregoing). In addition, a project shall not include interior or exterior construction or a change of use which does not increase the floor area, or have increased parking requirements pursuant to Section 6 F of this Specific Plan, or include a use which is prohibited by Section 6B of this Specific Plan.

Specific Plan Area. That area within the heavy lines on the map set forth in this Specific Plan.

CM(GM) Zone. A new zone described in Section 12.17.2 of the Code and applicable only to lots within the Specific Plan area.

Section 5. ZONING REGULATIONS.

- A. Section 12.04 of the Los Angeles Municipal Code is hereby amended by changing the zones and zone boundaries, and the height district and district boundaries, shown upon a portion of the Zoning Map incorporated therein and made a part of Article 2, Chapter 1 of the Los Angeles Municipal Code, so that such portion of the Zoning Map shall conform to the zoning on the Map set forth in this ordinance.
- B. All lots located within the Specific Plan area are zoned either CM(GM)-2D-CA or M1-1. Specifically, lots located within the block bounded by Lincoln Boulevard, Washington Boulevard, Del Rey Avenue, and Maxella Avenue are zoned M1-1. All remaining lots - those bounded by Del Rey Avenue, Washington Boulevard, Redwood Avenue, and Maxella Avenue - are zoned CM(GM)-2D-CA.
- For purposes of this Specific Plan, the symbol 2D refers to the density and height regulations set forth in Sections 6 D and E of this Specific Plan. The symbol CA refers to Commercial and Artcraft uses set forth in Section 13.06 of the Code.
- C. Except for the requirement to conform to Sections 6E, 6F, 6G3 and 7 of this Specific Plan, all projects on lots zoned M1-1 shall conform to the provisions of the Code regulating development of lots with M1 zoning and shall further conform with the requirements of the Height District 1 designation.
- D. Lots zoned CM(GM)-2D-CA shall conform with the requirements and restrictions found in Sections 6 and 7 of this Specific Plan.

Section 6. LAND USE REGULATIONS. Projects in the CM(GM)-2D-CA Zone shall comply with the following regulations:

A. Permitted Uses.

1. Those uses permitted in the CM Zone (including shelters for the homeless and those uses permitted in the R3 Zone), except for those uses prohibited by Subsection B below.
2. The following uses shall also be permitted in any existing building or structure constructed prior to 1952 or for which a certificate of occupancy was issued prior to the effective date of this ordinance:

Advertising structures manufacturing
Aircraft engine parts repairing,
reconditioning or rebuilding
Animal breeding and boarding
Animal hospital
Automobile parts, repairing or
reconditioning
Automobile rebuilding or reconditioning
Automobile undercoat spraying,
wholesale

Automobile upholstering, wholesale
Automobile repair
Babbitt metal manufacturing
Bathing cap manufacturing
Bathtub manufacturing
Beverage manufacturing, non-alcoholic
Billboard manufacturing
Blacksmith shop
Boat building, small
Body and fender repairing, automobile,
wholesale
Bottling plant
Box and crate assembly
Box spring manufacturing
Broom manufacturing
Brush manufacturing
Building furnishings cleaning
Button manufacturing
Cabinet shop
Candle manufacturing
Canvas products manufacturing
Carpet and rug cleaning plant
Case hardening
Cellulose products manufacturing
Cloth and fabric shrinking, sponging or
waterproofing
Coffee roasting
Cold storage plant
Commercial vehicle rental and storage
Concrete products manufacturing
Contractor's equipment rental storage
yard or plant
Cork products manufacturing
Cornice works
Dehydrating of food
Distribution plant or warehouse
Door manufacturing
Drug manufacturing
Dry cleaner
Egg candling and wholesale distribution
Electric foundry
Electric generator/motor manufacturing
Electric motor repair, wholesale
Electrical receiving or transforming
station
Electrical sign manufacturing
Electrical receiving or transforming
station
Electrical sign manufacturing
Electronic instruments and devices
manufacturing
Electronic products assembly and
manufacturing
Electroplating of small articles
Feather products manufacturing
Fibre products manufacturing
Flocking and silk screen processing
Food dehydration plant
Food products manufacturing
Foundry
Freight forwarding station or terminal
Freighting yard or terminal
Fruit preserving

Furniture assembly plant
 Furniture manufacturing
 Glass manufacturing
 Hair care products manufacturing
 Heat treating
 Household moving truck rental and storage
 Ice and cold storage plant
 Ice manufacturing or distributing
 Ink manufacturing
 Iron works, ornamental
 Juke box assembling
 Laundry Plant
 Light sheet metal products manufacturing
 Machine shop
 Mat manufacturing
 Metal spinning
 Metal stamp manufacturing
 Mortuary
 Motion picture production
 Motorcycle or motor scooter repair, wholesale
 Moving van storage or operating yard
 Musical instrument manufacturing
 Neon light and sign manufacturing
 Novelties manufacturing
 Open storage
 Orthopedic or surgical supplies manufacturing
 Paint mixing and paint products manufacturing
 Parcel delivery service
 Parking of trucks and buses
 Pharmaceutical manufacturing
 Phonograph record manufacturing
 Potato chip factory
 Printing or stencilling designs on fabric, cloth or wallpaper
 Printing or publishing establishment, wholesale
 Radio or telecommunications broadcasting transmitter
 Recreational vehicle storage
 Refrigeration plant, storage
 Research and development center
 Rubber products manufacturing
 Rubber stamp manufacturing
 Rug cleaning plant
 Sash manufacturing
 Sausage manufacturing
 Sheet metal manufacturing, light
 Sign manufacturing
 Soap manufacturing
 Soft drink manufacturing or bottling
 Stamp manufacturing
 Stencil manufacturing
 Stereo equipment manufacturing
 Synthetic rubber products manufacturing
 Tableware manufacturing
 TV broadcasting transmitter
 Tempering
 Tool manufacturing

Toy manufacturing
 Tractor rental yard
 Tractor manufacturing
 Trailer manufacturing
 Trailer, utility, rental and storage
 Truck repairing, overhauling or rental
 Truck sales or storage yard
 Vegetable cannery
 Venetian Blind manufacturing
 Veterinary hospital
 Washer manufacturing
 Water works or storage facilities
 Welding, acetylene or electric
 Window manufacturing
 Window shade manufacturing
 Woodworking shop
 Wood products manufacturing
 Wool products manufacturing

3. Those conditional uses approved pursuant to the provisions of Section 12.24 of the Code unless expressly prohibited by Subsection B below.
4. Commercial and Artcraft uses shall be permitted provided such uses conform with the requirements of Section 13.06 of the Code.
5. Any existing building or structure for which a certificate of occupancy was issued prior to the effective date of this ordinance, which contains a permitted use as set forth in Subdivision 2 above, shall be permitted to expand its facilities by up to a cumulative total of 10,000 square feet, provided that such expansion complies with all applicable provisions of this Specific Plan.

B. Prohibited Uses. The following uses are prohibited:

Amusement enterprises
 Arena
 Auditorium
 Auto ride amusement
 Automotive fueling and service station
 Banks and savings and loans, walk-in and drive-through
 Baseball batting range
 Baseball field
 Bath, Turkish and the like
 Bathhouse and plunge
 Billiard parlor
 Bingo
 Bowling alley
 Boxing arena
 Cabaret
 Car wash
 Carnivals and rides, transient
 Carousel
 Circus, transient
 Convert hall
 Convenience market, 5,000 square feet of gross floor area or smaller
 Escort bureau
 Fairgrounds, public

Ferris wheel
 Football stadium
 Fun house
 Games of skill and science
 Gasoline station
 Golf driving range
 Hotel
 Ice skating rink
 Massage parlor
 Masseuse or masseur
 Merry-go-round
 Miniature golf course
 Mini-shopping centers as defined in Section 12.24 C 56 (formerly 12.24 C1.1(C)(3)) of the Code
 Motel
 Motion picture theater
 Off-site commercial signs
 Penny arcade
 Pitch and putt golf course
 Pony riding ring
 Pool hall
 Post office
 Restaurants and cafes, except those fronting on Maxella Avenue west of Glencoe Avenue, or those of less than 1,500 square feet which are located in a building containing another main use
 Retail shopping centers in excess of 65,000 square feet
 Roller skating rink
 Shooting gallery
 Showcase theatre
 Side show, circus, transient
 Skateboard track
 Skating rink
 Slot car racing
 Sports arena
 Stadium
 Station, bus, railway or stage
 Striptease show
 Video game arcade
 Wrestling arena

Any use not listed above which is determined by the Department of Transportation to generate more than 6.0 p.m. peak hour trips per 1,000 square feet of gross floor area shall be prohibited, unless it is otherwise expressly permitted by Section 6 A of the Specific Plan.

C. Yards.

1. **Front Yard.** There shall be a front yard of at least 10 feet, except for projects fronting on Redwood Avenue and Beach Avenue. Projects fronting on Redwood Avenue shall have a front yard of at least 25 feet. Projects fronting on Beach Avenue shall have a front yard of at least five feet.

2. Side Yard.

- a. Except for projects fronting on Beach Avenue, and except as provided in Subparagraphs (1) and (2) below, there shall be a side yard of at least five feet, plus one foot for each story above the second story.
 - 1) There shall be a side yard of at least seven feet for residential projects abutting a lot with an existing non-residential use on that side abutting the existing non-residential use.
 - 2) There shall be a side yard of at least seven feet for non-residential projects abutting a lot with an existing residential use on that side abutting the existing residential use.
- b. For corner lots fronting on Beach Avenue, there shall be a side yard of at least three feet along either Del Rey Avenue, Glencoe Avenue, or Redwood Avenue. For the interior side yard of these corner lots, there is no side yard requirement for non-residential projects; however, for residential projects there shall be a side yard of at least five feet, plus one foot for each story above the second story.
- c. For interior lots fronting on Beach Avenue, there is no side yard requirement for non-residential projects; however, for residential projects there shall be a side yard of at least five feet, plus one foot for each story above the second story.

3. Rear Yard.

- a. There shall be a rear yard of at least 15 feet for residential projects.
- b. There shall be a rear yard of at least seven feet for non-residential projects or projects containing both residential and non-residential uses which front on Beach Avenue, there is no rear yard requirement.

4. **Mixed Use Projects.** Non-residential portions of mixed use projects shall comply with the yard requirements set forth in Subdivisions 1, 2 and 3 above. For all portions of mixed use projects erected and used exclusively for residential purposes, front, side and rear yards conforming to the requirements for residential uses in the Specific Plan shall be provided and maintained at the floor level of the first story used for residential purposes.

D. **Density.** The density of projects shall conform to the following:

1. Residential projects, including senior citizen residential projects, with a minimum of 25 percent of the residential dwelling units reserved for persons of low and moderate income rent levels (with no more than one-third of the reserved units at moderate income rent levels), shall be permitted a density of one dwelling unit per 600 square feet of lot area. The maximum floor-area ratio (FAR) shall be 2.0:1.

For purposes of this Specific Plan, a low or moderate income residential dwelling unit is a unit subject to rent restrictions pursuant to federal Housing and Urban Development Department standards for persons of low or moderate income which is registered with the City Housing Preservation and Production Department as restricted for a minimum term of 30 years or longer. A senior citizen residential project is a development wherein the dwelling units are reserved for tenants aged 60 years or older.

2. All other residential projects shall be permitted a density of no more than one dwelling unit per 800 square feet of lot area. The maximum FAR shall be 1.75:1.
3. Commercial or industrial projects that front on Beach Avenue which do not include residential dwelling units shall be permitted a maximum FAR of 1.5:1.
4. All other commercial or industrial projects which do not include residential dwelling units shall be permitted a maximum FAR of 1.0:1.
5. For mixed use projects combining residential and non-residential uses, the floor area of the building shall be such that the sum of the ratios of the actual floor area for each of the uses divided by the total allowable floor area for each of the uses shall not exceed one. This Subdivision shall be interpreted using the following formula:

$$\frac{\text{Actual Non-residential Floor Area}}{\text{Allowable Non-residential Floor Area}} + \frac{\text{Actual Residential Floor Area}}{\text{Allowable Residential Floor Area}}$$

6. For purposes of calculating the FAR for projects within the Specific Plan area, the buildable area of a site shall not be reduced for street dedications, public/utility easements, or yard area requirements.
7. For purposes of this Specific Plan, no expansion of an existing building or structure shall result in a building or structure exceeding the above FAR limits.

- E. **Height.** Projects which do not contain residential dwelling units shall not exceed 45 feet in height. Projects containing residential dwelling units shall not exceed 55 feet in height, provided that for each additional increment of height above 45 feet, the building, or any portion of the building above 45 feet, shall be set back an equal distance from all required front, rear, or side yards. Only residential dwelling units may be located above 45 feet in height.

For purposes of this Specific Plan, height shall be measured as set forth in ZA 91-0845(ZAI), dated November 23, 1992.

F. **Parking Requirements.**

1. Multiple-family dwelling units shall provide parking according to the following standards:
 - a. Dwelling units with less than three habitable rooms: one parking space, plus one guest parking space for every two dwelling units;
 - b. Dwelling units with three habitable rooms: one and one half parking spaces, plus one guest parking space for every two dwelling units;
 - c. Dwelling units with more than three habitable rooms: two parking spaces, plus one guest parking space for every two dwelling units.
2. Boarding and lodging houses: two parking spaces for each three guest rooms.
3. Veterinary hospitals, health studios or clubs (including swimming pools in the calculation of floor area), medical or dental clinics, professional offices of doctors, dentists, chiropractors, physical therapists, psychiatrists, psychologists and counselors, and other medical service facilities: one parking space of each 100 square feet of floor area.
4. Commercial banks, saving banks, savings and loan offices, loan offices, check-cashing services and other financial institutions, public or private utility offices and ticket agencies: one parking space for each 200 square feet of floor area.
5. Child care centers, day nurseries, preschools and nursery schools: one parking space for each 500 square feet of floor area.
6. Business, professional and trade schools: one parking space for each 25 square feet of floor area.
7. Dance halls, exhibition halls and assembly hall without fixed seats, including community centers, private clubs, lodge halls and union headquarters.
8. General offices and other business, technical service, administrative, or professional offices (except for those professional offices specified in Subdivision 3 above), pharmacies and personal service establish-

ments, including cleaning or laundry agencies and shoe repair: one parking space for each 250 square feet of floor area.

9. Restaurants, night clubs, bars and similar establishments for the sale and consumption of food or beverages on the premises: one parking space for each 30 square feet of serving area. For purposes of this Subdivision, serving area shall mean the general seating area, including any outdoor seating area, excluding stages, restrooms, storage areas, kitchens and areas not designed for public use.
10. Laundromats and coin-operated cleaners: one parking space for each 200 square feet of floor area.
11. All other uses shall conform to the parking requirements set forth in the Code.

G. Development Standards.

1. **Air Filtration Systems.** Prior to the issuance of a building permit for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, an air filtration system shall be incorporated into the design plans to improve the air quality for the project's occupants. However, this requirement shall not preclude the installation of operable windows which permit passive heating and cooling.
2. **Dual-Glazed Windows** shall be used in the residential portion of all projects.
3. **Trash Storage and Recycling Facilities.** For any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, a fenced or walled area for the storage of all trash shall be provided on the site, including storage containers sufficient to store source-separate recyclable materials (glass, aluminum, recyclable plastic and newsprint, at a minimum). Maintenance and other staff, and residents and employees, shall be instructed in recycling and arrangements shall be made for the transport of the recyclables to a recycling facility on a regular schedule. Applicants shall prepare a plan and provide copies of the plan to the Department of Public Works, the Bureau of Engineering and the Council office showing that all the requirements set forth in this Subdivision will be implemented prior to the issuance of a building permit.
4. **Soil Assessment.** A site assessment shall be prepared identifying whether any problematic concentrations of materials are present in the soil, as determined by consideration of the standards contained in Title 22, CCR, Section 66261.24, prior to any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet. If the assessment finds no problematic concentrations of materials are present, the

Department of Building and Safety may issue a building permit assuming all other requirements for obtaining a building permit are met.

If the assessment finds problematic concentrations of contaminants in the soil and such soil will be impacted by the project, prior to obtaining a building permit, the Applicant shall implement a remediation process consistent with local, state and federate laws and regulations governing such matters to the satisfaction of the agency responsible for regulating such soil contaminants.

5. Landscaping Standards.

- a. Prior to the issuance of a certificate of occupancy for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, the Applicant shall install landscaping in accordance with the following requirements:
 - 1) All landscaping, including species, height, and location of sprinkler systems, shall be identified on a plan prepared by a licensed architect or a licensed landscaping architect, and shall be submitted to the Department of City Planning for approval.
 - 2) Landscaped areas shall be planted with a variety of plant materials which include shrubs, trees, ground cover, lawn, planter boxes, flowers, and native drought resistant plants.
 - 3) The use of artificial plants for exterior landscaping shall be prohibited.
 - 4) The location and type of street trees shall be approved by the Street Tree Division of the Bureau of Street Maintenance and shall be planted at a minimum ratio of at least one for every 30 lineal feet of street frontage.
 - 5) Street trees shall be at least 10 feet in height and at least three inches in caliper at the time of planting.
 - 6) Street trees shall not be pruned or shaped in any manner that is inconsistent with the natural form and habit of the tree, except to the extent necessary to maintain its strength and vigor, for the removal of unsafe or diseased branches, and for other aspects of public safety.
 - 7) An automatic irrigation system shall be provided for all landscaped areas, including street trees, and shall be

indicated on landscape plans. All vegetation shall be maintained in first-class condition.

H. Nonconforming Rights.

1. **Restoration of Damaged Buildings.** Notwithstanding LAMC Sections 12.23 A 4 and 12.23 A 5, a building or structure legally existing on the effective date of this Specific Plan which damaged or partially destroyed by fire, flood, wind, earthquake or other calamity or act of God or the public enemy, to the extent of not more than 75 percent of its replacement value at the time of such damage or destruction, may be restored and the occupancy or use of such building, structure or part thereof, which existed at the time of such damage or destruction, may be continued or resumed, provided that the total cost of such restoration does not exceed 75 percent of the replacement value of the building or structure at the time of such damage or destruction, subject to the following provisions:

- a. A permit for such restoration shall be obtained within a period of two years from the date of such damage or destruction.
- b. No portion of the restored building or structure shall violate the height provisions of this Specific Plan.

2. Rights of Existing Buildings or Structures.

- a. Notwithstanding LAMC Sections 12.23 A 2(b), 12.23 A 3 and 12.23 B 1(c), a building or structure legally existing on the effective date of this Specific Plan, nonconforming as to the height, lot area or yard regulations of this Specific Plan, may be repaired, added to or enlarged provided:
 - 1) That any occupancy or use of the building or structure is consistent with the provisions set forth in Subsection A and B of Section 6 of this Specific Plan.
 - 2) That any addition or enlargement is consistent with the provisions set forth in Sections 6 and 7 of this Specific Plan.
 - 3) That the total cost of such repair, addition or enlargement shall not exceed 50 percent of the replacement value of the building or structure.
 - 4) That any such addition and/or enlargement or series of additions and/or enlargements do not exceed a cumulative total of 10,000 square feet.
- b. Notwithstanding LAMC Sections 12.23 A 2(b), 12.23 A 3 and 12.23 B 1(c), a building or structure legally existing on the effective date

of this Specific Plan, nonconforming as to the use regulations of this Specific Plan, may be repaired, provided that the total cost of such repair shall not exceed 50 percent of the replacement value of the building or structure.

3. **Nonconforming Use of Land.** The provisions of LAMC Section 12.23 C 1(c)(1) shall not apply to a use of land existing on the effective date of the Specific Plan.

Section 7. HIGHWAY AND STREET IMPROVEMENTS.

- A. Notwithstanding LAMC Section 12.37 H, public roadways within the Glencoe/Maxella Specific Plan area shall be categorized as follows:

1. Glencoe Avenue is designated by the City Council as a modified secondary highway with a right-of-way of 80 feet as shown on the exhibit "Glencoe Avenue: Cross Section", to include:
 - a. a roadway of 54 feet;
 - b. two sidewalks, eight feet in width each; and
 - c. a strip of land five feet in width each on each side of the street, to run parallel to the sidewalk, which shall be reserved for landscaping, including approved street trees; except that utility vaults, driveways, and any additional sidewalk area that may be required for handicapped access may also be located within the five foot area.
2. Maxella Avenue, between Glencoe Avenue and Lincoln Boulevard, remains a secondary highway;
3. Maxella Avenue, between Glencoe Avenue and Redwood Avenue, remains a collector street, and shall have a right-of-way of 64 feet with a roadway of 46 feet;
4. Redwood Avenue remains a collector street, and shall have a right-of-way of 64 feet with a roadway of 44 feet;
5. Beach Avenue remains a local street, and shall have a right-of-way of 60 feet with a roadway of 44 feet;
6. Del Rey Avenue remains a local street, and shall have a right-of-way of 60 feet with a roadway of 44 feet.

- B. Prior to the issuance of a building permit for a project fronting on Glencoe Avenue, Maxella Avenue between Glencoe and Redwood Avenues, Redwood Avenue, Beach Avenue or Del Rey Avenue for any new construction of residential dwelling units or any non-residential development in excess of 10,000 square feet, the applicant shall:

1. Dedicate land in accordance with the right-of-way requirements set forth in Section 7 A above; and
2. Make improvements in accordance with the improvement requirements set forth in Section 7A above, or provide assurances of such improvements to the satisfaction of the Bureau of Engineering; or, as an option for Projects fronting on Glencoe Avenue only, make all improvements to collector street standards or provide assurances of such improvements to the satisfaction of the Bureau of Engineering, and pay an in-lieu fee equal to the difference between the cost of making all improvements to collector street standards and the demonstrable estimated costs of the modified secondary highway improvements set forth in Section 7A. These estimated costs shall be calculated in a manner consistent with the specifications and guidelines for establishing the cost, fee and other bases for B-Permit bond amounts contained in Sections 62.110 and 62.111 of the Code, and the in-lieu fee shall be paid into a "Glencoe Avenue Improvement Sub-Account" established within the Coastal Transportation Corridor Fund. Applicants shall verify estimated costs to the Department of Transportation and Bureau of Engineering by providing at least two written estimates from licensed construction entities and shall provide proof of payment to the satisfaction of the Bureau of Engineering.

The Department of Public Works shall not commence work on any modified secondary highway improvements along Glencoe Avenue until the roadway abutting at least 50 percent of the total of Glencoe Avenue-fronting lots within the Specific Plan Area has been improved to a least collector street standards pursuant to the requirements of this Subdivision.

- C. The Department of Transportation may prohibit on-street parking on both sides of Glencoe Avenue once it finds that all the lots on both sides of Glencoe Avenue have been improved as set forth in Section 7A1 above.

Section 8. SEVERABILITY.

If any provision of this ordinance is found to be unconstitutional or otherwise invalid by any court of competent jurisdiction, such invalidity shall not affect the remaining provisions of this ordinance which can be implemented without the invalid provision, and, to this end, the provisions of this ordinance are declared to be severable.

Glencoe/Maxella Specific Plan

Venice Community Palms • Mar Vista • Del Rey Community

Lincoln Blvd.

Del Rey Ave.

Glencoe Ave.

Washington Blvd.

Beach Ave.

Redwood Ave.

Maxella Ave.

CM(GM)-2D-CA Zone

M1-1 Zone

Specific Plan Area Boundary

Community Boundary



Not to Scale

Part 5

**GLENCOE/MAXELLA SPECIFIC PLAN
Ordinance No. 169,102
Effective November 21, 1993**

ADMINISTRATIVE RESPONSIBILITIES

Applicant

- An applicant for a building permit for a project in the Specific Plan area shall be subject to the regulations of the Specific Plan. (1-7)
- An applicant shall satisfy the dedication and improvement requirements for rights-of-way as set forth in Section 7A of the Specific Plan. (7B)

Department of City Planning

- The Department of City Planning shall administer the landscape requirements as set forth in the Specific Plan. (6G5)
- The City Planning Commission may grant an exception to the requirements of the Specific Plan pursuant to Section 11.5.7 D of the Municipal Code. (3C)

Department of Building and Safety

- The Department of Building and Safety shall be responsible for administering the regulations of the Specific Plan including regulations on land use, yards, density, height, parking, development standards, soil assessment and non-conforming rights. (1-7)
- The Department of Building and Safety shall also determine that the applicant has satisfied the right-of-way dedication and improvement requirements. (7B)

Department of Transportation

- The Department of Transportation shall provide the determination of peak hour trips for a proposed permitted use not specifically listed and, if the use exceeds 6.0 p.m. peak hour trips per 1000 square feet of gross floor area, such use may not be permitted. (6B)
- The Department of Transportation may prohibit on-street parking on both sides of Glencoe Avenue once it finds that all the lots on both sides of the street have been improved as set forth in Section 7A1. (7C)

Department of Housing

- The Department of Housing shall provide information on rent levels pursuant to federal Housing and Urban Development Department standards for persons with low and moderate income for purposes of administering density regulations of the Specific Plan. (6D)

Department of Public Works

- The Street Tree Division, Bureau of Street Maintenance, shall be responsible for approving the location, type, size and spacing of street trees within the public right-of-way. (6B5a)
- The Department of Public Works shall not commence work on any modified secondary highway improvements along Glencoe Avenue until the roadway abutting at least 50% of the frontage has been improved to at least collector street standards. (7C)

City Council

- The City Council may grant an exception from the Specific Plan upon appeal of the determination of the City Planning Commission. (3C)

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300MISC(071096)

Part 1

**PLAYA VISTA AREA C SPECIFIC PLAN
Ordinance No. 160,522
Effective December 27, 1985**

SUMMARY OF PROVISIONS

Affected Projects

Any building, structure or other development of property proposed to be erected, structurally altered, enlarged or maintained, not including single-family residences or remodeling, rehabilitation or repair within interior of building or structure.

Plot Plan Review

Plot plan review by Director of Planning required for all projects.

Director of Planning may impose conditions and make zone boundary interpretations or adjustments.

Fees are the same as for landscape plan review (Section 19.01, LAMC).

Determination of the Director of Planning may be appealed to City Planning Commission and City Council.

Residential Regulations

Total allowable number of dwelling units in plan area: 2,032, not including any low and moderate income dwelling units from Playa Vista Area B.

Dedication, or payment of fee in lieu, required for Ballona Wetlands (in Playa Vista Area B Specific Plan), together with park and recreation space at 100 sq. ft. per dwelling unit; satisfies park and recreation requirements of Section 17.12 of the Code.

15% of total number of permitted dwelling units shall be low and moderate income units or, if subsidy is not available, land reserved or guaranteed.

At least 50% of the low and moderate income dwelling units shall be provided within plan area, and any remaining units may be provided in Playa Vista Area B or D Specific Plan areas, or provided outside Playa Vista Area B or D Specific Plan areas at 1.25 times the required number of units.

Commercial Zone Regulations

Maximum floor area of C1(PV) Zone convenience commercial uses: 50,000 sq. ft.

Maximum floor area of C2(PV) Zone visitor serving commercial uses, 100,000 sq. ft.; and office uses, 90,000 sq. ft.

Playa Vista Area C Specific Plan Zones

R3(PV)-1L Residential Zone

Uses: As specified
Height: 3 stories or 45 feet, except for northerly portion

R4(PV) Residential Zone

Uses: R3(PV)-1L Zone uses and other uses as specified
Height: R4(PV)-10: 10 stories; R4(PV)-15: 15 stories

C1(PV)-1VL Commercial Zone

Uses: Convenience commercial (billboards prohibited)
Height: Code

C2(PV) Commercial Zone

Uses: Visitor serving commercial, offices, fire station (billboards prohibited)
Height: 240 feet

Building Standards

Development shall conform with Specific Plan.

Development shall be in scale with surrounding buildings.

Buildings shall not cast shadows on residential development adjacent to Specific Plan area during given hours.

Elevations visible from adjacent major streets shall be given equal design consideration.

Facade of parking structures shall complement adjoining structures.

Balconies shall be of usable dimension.

Facade or landscaping of parking structures shall screen automobiles.

Ventilation, heating or air conditioning equipment, appurtenances shall be screened.

Buildings shall be designed to reduce energy consumption, and utilize earthquake-resistant construction and water conservation measures.

Landscape Standards

All open areas shall be landscaped.

Plan shall be prepared by licensed landscape architect.

Plan shall include size and location of plant materials, etc.

Parking lots shall be screened from view from adjacent major public streets.

Minimum landscaped area of surface parking shall be 10%.

Street trees shall be planted at a minimum of 1 tree/40 lineal feet of street frontage.

Standards are specified for plant materials, planting, rear and side yard, and secondary access.

Sign Standards

All signs shall be appropriate given their location, size and purpose.

Buffering Standards

All potentially incompatible uses shall be buffered by visual or spatial means.

Community Plan Standards

Development shall be consistent with and implement Community Plan policies with respect to bikeways, walkways, trails and bridges, accommodation of transit service and facilities, etc.

Transportation and Traffic Standards

Vehicular access to proposed buildings from major arterials shall be from intersection with roadways as approved.

Vehicular access to driveways from major arterials shall be prohibited except as approved.

Collector streets shall intersect the arterial system as approved.

Parking

Dwelling units: 2 spaces per dwelling unit with 2 or more bedrooms; 1-1/2 spaces per one-bedroom unit; 1 space per 4 dwelling units for guest parking

Office, retail: 2-1/2 spaces per 1,000 sq. ft.

Restaurants, bars: 1 space per 3 seats

Director of Planning may approve reduced parking where specified findings are made.

Ballona Wetlands Habitat Management Program

Approval of phasing plan pursuant to Coastal Transportation Corridor Specific Plan is required prior to construction of residential and commercial uses.

Phasing

Phasing plan for construction of residential and commercial uses shall be approved pursuant to phasing provisions of Coastal Transportation Corridor Specific Plan.

No building permit shall be issued until a flood control plan for the entire Specific Plan area has been approved by the Los Angeles County Flood Control District.

Owner Acknowledgment

The owner shall record a covenant acknowledging and accepting the contents and limitations of the Specific Plan.

290PVC1 (071096)

PLAYA VISTA AREA C SPECIFIC PLAN
Ordinance No. 160,522
Effective December 27, 1985
Amended by Ordinance No. 165,639
Effective March 28, 1990

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290PVC3 (050696)

Part 4

PLAYA VISTA AREA C SPECIFIC PLAN
Ordinance No. 160,522
Effective December 27, 1985
Amended by Ordinance No. 165,639
Effective March 28, 1990

An ordinance amending Ordinance No. 160,522 which established a Specific Plan for the Playa Vista Area C portion of the Palms-Mar Vista-Del Rey Community Plan.

WHEREAS, Proposition 20, passed by the people of the State of California in 1972, declared the California Coastal Zone a resource of statewide significance; and

WHEREAS, the California Coastal Act of 1976, Public Resources Code Section 30000 et seq. (the "Coastal Act"), was promulgated to implement the goals of Proposition 20 and to establish certain basic goals, as follows:

1. To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone environment;
2. To assure balanced utilization of Coastal Zone resources;
3. To maximize public access and recreational opportunities consistent with resource conservation principles and private property rights;
4. To assure priority for coastal-dependent over other development;
5. To encourage State and local efforts to coordinate planning for mutually beneficial uses; and

WHEREAS, the Coastal Act requires local government to prepare a Local Coastal Program for that portion of the Coastal Zone which lies within its jurisdiction; and

WHEREAS, Playa Vista Area C lies within that portion of the Palms-Mar Vista-Del Rey Community Plan located within the Coastal Zone as designated by the State legislature; and

WHEREAS, after many public meetings addressing key issues of access, recreation, environmentally sensitive habitat areas, new development, visual resources, water and marine resources and visitor-serving facilities, a Coastal Land Use Plan was prepared; and

WHEREAS, the State Coastal Commission approved such Land Use Plan; and

WHEREAS, concurrently herewith the City of Los Angeles has adopted amendments to the Palms-Mar Vista-Del Rey Community Plan which are consistent with such Land Use Plan; and

WHEREAS, the development of a Specific Plan has been deemed the most appropriate mechanism for preparing specific land use policies and regulations to implement such amendments to the Palms-Mar Vista-Del Rey Community Plan; and

WHEREAS, such Specific Plan and such amendments to the Palms-Mar Vista-Del Rey Community Plan are intended to constitute the City's Local Coastal Program for Playa Vista Area C.

NOW THEREFORE,

THE PEOPLE OF THE CITY OF LOS ANGELES
DO ORDAIN AS FOLLOWS:

Section 1. ESTABLISHMENT OF SPECIFIC PLAN

The City Council hereby establishes the Playa Vista Area C Specific Plan applicable to that area of the City of Los Angeles shown within heavy lines on the Map.

This Specific Plan is intended to provide, together with the regulations set forth in Chapter 1 of the Code, regulatory controls and incentives for the systematic implementation of that portion of the Palms-Mar Vista-Del Rey Community Plan which includes the above-described area and to provide for public needs, convenience and general welfare as the development of such area necessitates. Such regulations limit the density of land use to that which can be accommodated under existing and presently planned public street improvements and transportation programs which impact the area covered by this Specific Plan.

Section 2. PURPOSE

The following purposes shall apply in the Playa Vista Area C Specific Plan area:

- o To implement the goals and policies of the Coastal Act.
- o To establish a Local Coastal Program for that portion of the Palms-Mar Vista-Del Rey Community within the Coastal Zone as designed by the State Legislature.
- o To protect, maintain, enhance and, where feasible, restore the overall quality of the Coastal Zone environment and its natural and man-made resources.
- o To assure that maximum public access to the coast and public recreation areas is provided.
- o To prepare specific provisions tailored to the particular conditions and circumstances of Playa Vista Area C, consistent with the general policies of the adopted Los Angeles City General Plan.
- o To regulate all development, including use, height, density and other factors in order that it be compatible in character with the existing community and to provide for the consideration of aesthetics and scenic preservation and enhancement.

Section 3. RELATIONSHIP TO OTHER PROVISIONS OF CHAPTER 1 OF THE MUNICIPAL CODE OF THE CITY OF LOS ANGELES

The regulations of this Specific Plan are in addition to those set forth in Chapter 1 of the Code and do not convey any rights or privileges not otherwise granted under the provisions contained in said Chapter, except as specifically provided for herein. Wherever this Specific Plan contains provisions different from or in conflict with provisions contained elsewhere in Chapter 1, this Specific Plan shall supercede such other provisions. Procedures for the granting of exceptions to the requirements of this Specific Plan are established in Section 11.5.7 D of the Code.

Section 4. DEFINITIONS

Any term used in this ordinance shall have the meaning specified for such term in either Section 12.03 of the Code or the meaning specified below, unless the context clearly indicates to the contrary:

City shall mean the City of Los Angeles.

Code shall mean the Municipal Code of the City of Los Angeles.

Commercial Billboard shall mean a sign which directs attention to a business, product, or service sold or offered or existing elsewhere than upon the site where such sign is located and which either expressly or implicitly invites a commercial transaction.

Community Plan shall mean the adopted Palms-Mar Vista-Del Rey Community Plan, a part of the General Plan of the City of Los Angeles.

Convenience Commercial shall mean a commercial area or uses designed to satisfy the needs of the surrounding residential community.

Dwelling Unit, Low Income shall mean (a) housing renting for a monthly rental or not more than 25% of the monthly household income of a household earning up to 80% of the Median Income or (b) housing selling for a total purchase price not exceeding two and one-half times the annual household income of a household earning up to 80% of the Median Income.

Dwelling Unit, Market Rate shall mean dwelling units permitted to be constructed under this ordinance other than Low and Moderate Income Dwelling units.

Dwelling Unit, Moderate Income shall mean (a) housing renting for a monthly rental of not more than 30% of the monthly household income of a household earning between 80% and 120% of the Median Income or (b) housing selling for a total purchase price not exceeding three times the annual household income of a household earning between 80% to 120% of the Median Income.

Dwelling Unit, Senior Citizen shall mean a dwelling unit made available to a person or persons over the age of 62 who meet(s) the low- or moderate-income requirement.

Feasible shall mean capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, social and technological factors.

Floor Area shall mean the total of the gross area of the floor surfaces within the exterior wall of the building, not including space devoted to stairwells, basement storage, required corridors, public restrooms, elevator shafts, light courts, vehicle parking and areas incident thereto, mechanical equipment incidental to the operation of such building, and covered public pedestrian circulation areas, including atriums, lobbies, plazas, patios, decks, arcades and similar areas, except such public circulation areas or portions thereof that are used solely for commercial purposes.

Map shall mean the Map contained in this ordinance.

Median Income shall mean an income value as established and published periodically by the Federal Department of Housing and Urban Development or its successor agency for the Los Angeles metropolitan area.

Plot Plan shall mean a document or documents which pictorially describe, by means of professionally accepted architectural graphic techniques, the location, appearance, configuration and dimensions of any proposed buildings, structures and attendant site improvements including, but not limited to, landscaping and Signs, and any public or private easements.

Sign shall mean any display, board, screen, object or part thereof used to announce, declare, demonstrate, display, identify or otherwise advertise and attract the attention of the public, including signs identifying services or products available on the premises or identifying the occupant or premises.

Specific Plan Area shall mean that area shown within the heavy lines of the Map in this ordinance.

Visitor Serving Commercial shall mean commercial uses which serve visitors to the Specific Plan Area. The uses permitted herein are a mix of overnight accommodations, service and convenience-oriented commercial, shopping and dining facilities.

Section 5. ZONE REGULATIONS

A. General Provisions

Section 12.04 of the Code is hereby amended by adding to the Zoning Map, which is incorporated in and made a part of Article 2 of Chapter 1 of the Code, the zones and zone boundaries shown upon the Map, so that the portion of the Zoning Map covering the Specific Plan Area shall be as designated on the Map. The zone boundaries shown upon the Map are approximate, and zone boundary interpretations or adjustments may be made as part of the Plot Plan review and approval process under Section 7 of this ordinance when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses, and/or when necessary to

ensure that such zone boundaries precisely coincide with future street, alley or lot lines. Notwithstanding any provision of Article 2 of Chapter 1 of the Code to the contrary, every lot within the Specific Plan Area shall conform to the requirements set forth in this Section 5. Except as provided in Section 7 of this ordinance, no building, structure or land within the Specific Plan Area shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained within the Specific Plan Area without Plot Plan approval as provided in said Section 7 having been first obtained. The Plot Plan approval process set forth in said Section 7 shall be in addition to, and not in lieu of, any subdivision proceeding, including public hearings as required therein, involving the property for which Plot Plan approval is requested. No building permit shall be issued for any building, structure or other development of property within the Specific Plan Area unless and until a flood control plan for the entire Specific Plan Area has been approved by the Los Angeles County Flood Control District.

B. Residential Regulations

1. General Provisions

a. Quimby Dedication Requirements

- i) The dedication and restoration of the Ballona Wetlands as defined and set forth in Section 10 of Ordinance No. 165,638 (Playa Vista Area B Specific Plan), together with the park or recreational space required to be provided under Subsection (ii) below, are hereby found to satisfy the requirements of Section 17.12 of the Code for dedication of real property for park and recreational purposes, or for the payment of a fee in lieu thereof, in connection with the construction or development of any and all dwelling units within the Specific Plan Area. Subdivision maps for residential or condominium purposes are hereby authorized to be recorded without any further compliance with Section 17.12 of the Code.
- ii) Park or recreation space in an amount equal to 100 square feet per dwelling unit within the Specific Plan Area shall be provided to meet the recreation needs of the future residents. In no event shall less than 5 acres of such park or recreation space be provided upon completion of the total number of dwelling units permitted to be constructed within the Specific Plan Area pursuant to Section 6A of this ordinance. Park or recreation space provided anywhere within the Specific Plan Area shall satisfy the foregoing requirement for any particular residential development provided that such space will be accessible to the residents of such development.

b. Low and Moderate Income Housing Provisions

Low and Moderate Income Dwelling Units in an amount equal to 15% of the total number of dwelling units permitted to be constructed within the Specific Plan Area pursuant to Section 6A of this ordinance shall be provided to meet the needs of low and moderate income individuals and families. Such units may be constructed in one or more phases and shall be completed not later than the completion of the final phases of the Market Rate Dwelling Units; provided, however, that if necessary government housing subsidies are not available in a timely manner for the construction of the Low and Moderate Income Dwelling Units, land must be reserved for such units. Such land shall be reserved or suitably guaranteed to the satisfaction of the Advisory Agency at the time of approval of any subdivision covering Market Rate Dwelling Units, and the area of the reserved land shall be sufficient to permit under the applicable zoning the eventual construction of a number of Low and Moderate Income Dwelling Units equal to 15% of such Market Rate Dwelling Units. Such reserved land may be located, at the option of the subdivider, anywhere within the Specific Plan Area, within the areas governed by Ordinance No. 165,638, (Playa Vista Area B Specific Plan), Ordinance No. 160,523 (Playa Vista Area D Specific Plan), or anywhere outside such Area or areas; provided, however, that if the latter option is chosen, the reserved land shall be of sufficient area to permit the eventual construction of a number of Low and Moderate Income Dwelling Units equal to 1.25 times 15% of the Market Rate Dwelling Units covered by the subdivision. The exact location of the Low and Moderate Income Dwelling Units shall be determined by the developers of such units, but Plot Plan review and approval pursuant to Section 7 of this ordinance shall be obtained prior to the construction of such units.

The Low and Moderate Income Dwelling Units may be provided outside of the Specific Plan Area (the "off-site units"), so long as such off-site units are provided at a ratio of 1.25 off-site units for each Low and Moderate Income Dwelling Unit required but not provided within the Specific Plan Area. Off-site units shall be constructed at the same time as each phase of the on-site units and at least fifty percent (50%) of the total required Low and Moderate Income Dwelling Units shall be on-site units.

Notwithstanding anything in the foregoing to the contrary, some or all of the Low and Moderate Income Dwelling Units required by this Subsection may be located within the areas governed by Ordinance No. 165,638 (Playa Vista Area B Specific Plan) and Ordinance No. 160,523 (Playa Vista Area D Specific Plan) and, if so located, shall not

be considered off-site units for the purpose of the 1.25 off-site unit ratio described above.

2. R3(PV)-1L Residential Zone

Subject to the applicable limitations and provisions of Section 6 of this ordinance, the requirements of the R3 Zone and Height District No. 1L shall apply to all lots zoned R3(PV)-1L within the Specific Plan Area, except that (i) within 70 feet south of the northerly boundary line of the Specific Plan Area, as shown on the Map in this ordinance, no building or structure shall exceed a height of forty-five (45) feet or three (3) stories and (ii) no building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

Dwellings, one-family detached, one-family attached, two-family

Multiple dwellings and apartment houses

Accessory buildings, including private garages, accessory living quarters, servants quarters, recreation rooms, or private stables, subject to the same limitations as are set forth in Section 12.08 A 7 of the Code

Boarding or rooming houses

Child care facilities for not more than 20 children

Child care facilities or nursery schools for more than 20 children, when approved pursuant to the provisions of Section 12.24 C of the Code

Housing developments of the kind described in Section 12.24 C 32 of the Code, when approved pursuant to the provisions of Section 12.24 C

Parks, playgrounds or recreational or community centers when operated by a government agency.

3. R4(PV) Residential Zone

Subject to the applicable limitations and provisions of Section 6 of this ordinance, the requirements of the R4 Zone, as modified by the provisions herein, shall apply to all lots zoned R4(PV) within the Specific Plan Area.

- a. Use. No building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following uses:

Any use permitted in the R3(PV)-1L Zone

Boarding homes for the aged

Child care facilities or nursery schools

Churches, temples, or houses of worship

Community centers, owned and operated by a governmental agency

Educational institutions, including elementary and high schools, colleges and universities

Special care homes

b. Height.

- i) Within the area designated on the Map R4(PV)-10, no building or structure shall exceed ten (10) stories.

- ii) Within the area designated on the Map R4(PV)-15, no building or structure shall exceed fifteen (15) stories.

C. Commercial Zone Regulations

1. C1(PV)-1VL Commercial Zone

Subject to the applicable limitations and provisions of Section 6 of this ordinance, the requirements of the C1 Zone and Height District No. 1VL shall apply to all lots zoned C1(PV)-1VL within the Specific Plan Area, except that no building, structure or land shall be used and no building or structure shall be erected, structurally altered, enlarged or maintained except for the following Convenience Commercial uses:

Banks, financial institutions, loan offices

Child care facilities or nursery schools

Clubs or lodges, fraternal or religious association

Community centers, owned and operated by a governmental agency

Grocery stores

Hospitals, sanitariums, or clinics (except animal hospitals or hospitals or sanitariums for contagious, mental or drug or liquor addict cases)

Library

Newsstands

Parking areas, public

Parks, playgrounds or recreational or community centers

Pharmacy

Recycling center, collection

Restaurants, cafes, sandwich shops, tea rooms
(excluding dancing or entertainment)

Service establishments permitted in the C1 Zone (e.g.
dressmaking, hair dresser, laundry, shoe repair,
excluding adult book stores)

No Commercial Billboards are permitted.

2. C2(PV) Commercial Zone

Subject to the applicable limitations and provisions of
Section 6 of this ordinance, the requirements of the C2
Zone, as modified by the provisions herein, shall apply
to all lots zoned C2(PV) within the Specific Plan Area.

- a. Use. No building, structure or land shall be used
and no building or structure shall be erected,
structurally altered, enlarged or maintained except
for the following office and Visitor Serving
Commercial and fire station uses:

1) Office and related uses

Office uses permitted in the C2 Zone

Banks, financial institutions, loan offices

Parking buildings

Restaurants

Stations, bus or rail

University, college or private school

2) Visitor Serving Commercial and related uses

Amusement enterprises

Art gallery

Bakery

Bank, financial institution

Bicycle sales, repair, rental (including skate
sales and rental)

Concert hall (maximum 3,000 seating
capacity)

Grocery store

Motion picture theater

Museum, aquarium

Night club

Parking building

Pharmacy

Post office

Restaurant, cafe, sandwich shop, tea room

Stores, shop stands (e.g. newsstands)
permitted in the C2 Zone

Theater, live

3) Fire Stations

No Commercial Billboards shall be permitted.

- b. Height. No building or structure shall exceed a
height of two hundred forty (240) feet above grade.

Section 6. DENSITY

A. Residential Limitations

Notwithstanding the provisions of Sections 12.10 C 4 and
12.11 C 4 of the Code to the contrary, the total allowable
dwelling units within the Specific Plan Area shall not exceed
2,032 dwelling units. Excluded from the foregoing limitation
shall be any Low and Moderate Income Dwelling Units, as
defined in Ordinance No. 165,638 (Playa Vista Area B
Specific Plan) which are required to be constructed under
said ordinance but which are located within the Specific
Plan Area.

B. Commercial Zone Limitations

1. Within the portion of the Specific Plan Area zoned
C1(PV)-1VL, the total Floor Area devoted to
Convenience Commercial uses shall not exceed 50,000
square feet.
2. Within the portion of the Specific Plan Area zoned
C2(PV), the following limitations on total Floor Area
devoted to office uses and Visitor Serving Commercial
uses shall apply:
 - a. Office. The total Floor Area shall not exceed
900,000 square feet.
 - b. Visitor Serving Commercial. The total Floor Area
shall not exceed 100,000 square feet.

C. Allocation of Development Rights

The total number of dwelling units and a current accounting of the cumulative totals of Floor Area utilized within each zoning category described in Section 5 of this ordinance shall be maintained by the Departments of Planning and Building and Safety. Allocation of development rights to each lot shall be made at the time of subdivision, and prior to the recordation of Parcel Maps or Final Maps. Deed restrictions or covenants running with the land shall be recorded to limit development in accordance with such allocated development rights and in conformity with Section 6 of this ordinance.

Section 7. DESIGN REVIEW AND STANDARDS

The purpose of this Section is to provide standards and a process for review and approval of Plot Plans for all buildings, structures and attendant site improvements proposed for construction within the Specific Plan Area so as to ensure consistency with the provisions of this Specific Plan.

A. Jurisdiction

No building permit shall be issued for any building, structure or other development of property, including any transit facilities, unless a Plot Plan for such development has been reviewed and approved by the Director of Planning. The foregoing requirement shall not apply to building permits for single-family residences or for remodeling, rehabilitation or repair work solely within the interior of a building or structure.

B. Procedure

Upon the filing of a Plot Plan for approval, the Director of Planning shall, within 30 days of such filing, approve the Plot Plan if such Plot Plan complies with the following standards:

1. Building Standards

- a. All proposed buildings or structures shall conform to all applicable provisions contained within this Specific Plan.
- b. The proposed buildings or structures are harmonious in scale with surrounding buildings.
- c. All proposed buildings shall be designed so as not to cast shadows on any residential development adjacent to the Specific Plan Area between the hours of 9:00 a.m. and 3:00 p.m. at the spring equinox.
- d. The design of all proposed buildings or structures is applied with equal consideration to all elevations visible from adjacent major public streets, plazas or pedestrian walkways.

- e. Colors and types of exterior building materials and the facade of any parking structure shall be designed so that they reasonably complement the exterior of adjoining structures.
- f. Any balconies shall be of usable dimension.
- g. The facade or landscaping of any parking structure is designed in a manner which substantially screens automobiles contained therein when viewed from adjacent major public streets, plazas or pedestrian walkways.
- h. All proposed buildings or structures are designed in such a fashion so that all ventilation, heating or air conditioning ducts, tubes, equipment, or other related appurtenances are adequately screened when viewed from adjacent major public streets, plazas or pedestrian walkways, unless such appurtenances have been employed as an integral and harmonious component in the design.
- i. All proposed buildings or structures are designed in such a fashion so as to reduce energy consumption and utilize energy-efficient construction.
- j. All buildings or structures are designed so as to utilize earthquake-resistant construction and engineering practices to the satisfaction of the City Engineer.
- k. All proposed buildings or structures are designed so as to utilize water conservation measures consistent with all applicable provisions of the Municipal Code.

2. Landscape, Sign and Buffering Standards

- a. All open areas (including any roof of any subterranean parking building or structure) not utilized for buildings, driveways, parking areas, recreational facilities, plazas, patios, decks or walks are landscaped.
- b. All proposed Signs shall be appropriate given their proposed location, size and purpose.
- c. Appropriate buffering of potentially incompatible uses is provided in the form of visual or spatial separations.
- d. The proposed development conforms to the standards set forth in Section 8 of this ordinance.

3. Community Plan Standards

The proposed development is consistent with and implements, as necessary, the Community Plan policies with respect to (i) bikeways, pedestrian walkways, trails and bridges, (ii) providing required notification upon discovery of cultural heritage resources and, where feasible, for the collection and maintenance of such resources, (iii) accommodation of transit service and facilities, and, if applicable, (iv) the provision in office and commercial development of multi-use and peripheral parking facilities.

4. Transportation and Traffic Standards

- a. Vehicular access to the proposed buildings from divided major or major arterials shall only be from intersecting public roadways or private roadways approved by the Department of Transportation and the City Engineer.
- b. Vehicular access from divided major or major arterials to driveways shall be prohibited except as approved by the Department of Transportation and the City Engineer.
- c. Collector streets serving the proposed development shall intersect the arterial system within the Specific Plan Area in a manner to facilitate the safe and efficient flow of traffic, as approved by the Department of Transportation and the City Engineer.
- d. The proposed development shall comply with the provisions of the Coastal Transportation Corridor Specific Plan in effect as of the date of approval of the Plot Plan by the Director of Planning.

C. Findings.

If the Director of Planning fails to act on a request for Plot Plan approval within the time limit specified in this Subsection B, the Plot Plan shall be deemed approved. Any prior findings or determinations of compliance, conformity or consistency with any of the above-listed standards, or portions thereof, made by the City in connection with the approval of a subdivision which includes the property for which Plot Plan approval is requested, shall be binding on such Plot Plan approval, and vice versa.

D. Conditions of Approval

In approving a Plot Plan, the Director of Planning may impose reasonable conditions deemed necessary to ensure that the Plot Plan will be in accord with the design standards set forth in Sections 7, 8 and 9 of this ordinance and may make such zone boundary interpretations or adjustments as may be necessary when such zone boundary interpretations or adjustments meet the overall intent of the Specific Plan regarding location of land uses,

and/or to ensure that the affected zone boundaries precisely coincide with street, alley or lot lines.

E. Fees

Fees for filing of any required Plot Plans shall be the same as those for approval of an application required for a landscaping plan, as established in Section 19.01 I of the Code.

F. Advisory Determination

An applicant may request a preliminary Plot Plan review by the Director of Planning for a non-binding, advisory determination of compliance with the provisions contained in this Specific Plan, when such applicant determines, with the concurrence of the Director of Planning, that such applicant's project, because of its size or complexity, requires a preliminary determination of compliance before proceeding with more detailed design.

Section 8. LANDSCAPE STANDARDS

The purpose of this Section is to establish landscape standards that will promote an attractive setting throughout the Specific Plan Area. More specifically, the standards are intended to provide for a neat and well maintained appearance in areas not covered by buildings or parking.

A. General Requirements

The erection of any building or structure after the effective date of this ordinance shall conform to the following requirements:

1. A landscape plan prepared by a licensed landscape architect shall be submitted as part of a Plot Plan for review under Section 7 of this ordinance.
2. Landscape plans shall include the approximate size and location of all proposed plant materials, the scientific and common names of such plant materials, the proposed irrigation plan and estimated planting schedule.
3. Parking lots shall be screened from view from adjacent major public streets, plazas and pedestrian walkways by the use of berms, landscaping and/or walls or other architectural devices.
4. Minimum landscaped areas of surface parking lots shall be 10 percent.

B. Street Trees

1. Street trees appropriate to the location and approved by the Street Tree Division of the Bureau of Street Maintenance shall be planted at a minimum of one for every 40 lineal feet of street frontage and at a distance no greater than 10 feet from the curb.

2. Street trees shall be in a minimum 15-gallon container and 8 feet in height at the time of planting.

C. Other Landscaped Areas

1. On landscaped portions of individual sites, tree types shall be selected on the basis of attractiveness, hardiness and suitability for the local environment.
2. Ground cover and lawn areas shall be planted and maintained to achieve complete coverage of landscaped areas.
3. Rear and side yards shall be landscaped with plant materials that complement those used at the front of a building or structure.
4. Wherever such rear or side yard areas provide secondary access to buildings or structures, such entrances shall be landscaped in an attractive manner.

Section 9. PARKING

The purpose of this Section is to provide regulatory standards pertaining to the off-street parking of motor vehicles. Except as provided herein, the provisions of Section 12.21 A 4 of the Code shall apply to property within the Specific Plan Area.

A. Parking Space Requirements

1. Residential Parking Requirements

For dwelling units, there shall be at least two parking spaces provided for each dwelling unit with two or more bedrooms and one and one-half parking spaces for each bachelor, efficiency and one-bedroom unit. In addition, there shall be at least one parking space provided for each four dwelling units which shall be reserved for, and accessible to, visitors and guests.

2. Commercial Parking Requirements

- a. For office and retail uses, there shall be at least two and one-half parking spaces provided for each 1,000 square feet of Floor Area.
- b. For restaurants and bars, there shall be at least one space for every three seats contained therein.
3. For auditoriums and churches, there shall be at least one parking space for every three seats contained therein. Where there are no fixed seats, there shall be at least one parking space for each 25 square feet of Floor Area (exclusive of stage) contained therein.
4. Up to 40 percent of all required parking spaces may be allotted for compact cars consistent with Section 12.21 A 5(c) of the Los Angeles Municipal Code.

B. Alternative Requirements

Notwithstanding anything in the Code or this ordinance to the contrary, parking requirements may be reduced beyond those that would otherwise be required under the Code or this ordinance, if the Director of Planning finds, in connection with the review and approval of a Plot Plan as provided in Section 7 of this ordinance, that such reduction is justified based on substantial evidence, including, but not limited to, a parking demand analysis (demonstrating that parking needs for certain uses or combination of uses is less than the number of parking spaces which would otherwise be required for such uses) and/or measures (such as Transportation Demand Management programs) implemented or to be implemented by owners and/or tenants of the project covered by such Plot Plan to reduce traffic to and from, and therefore parking requirements at, such project.

Section 10. THE BALLONA WETLANDS HABITAT MANAGEMENT PROGRAM

No building permit shall be issued for any building, structure or other development property within the Specific Plan Area unless and until a phasing plan for construction of residential and commercial uses within the Specific Plan Area has been prepared and submitted to the City Council for approval or approved by the Departments of City Planning and Transportation pursuant to the Phasing Program provisions of the Coastal Transportation Corridor Specific Plan. Such phasing plan shall be designed to assure that necessary infrastructure facilities (i.e., roads, water and sewers) are in place before such residential and commercial uses are occupied.

Section 11. PHASING

No building permit shall be issued for any building, structure or other development of property within the Specific Plan Area unless consistent with the phasing plan in the land use plan for construction of residential and commercial uses within the Specific Plan Area pursuant to the Phasing Program provisions of the Coastal Transportation Corridor Specific Plan. Such phasing plan is designed to assure that necessary infrastructure facilities (i.e., roads, water and sewers) are in place before such residential and commercial uses are occupied.

Section 12. TIME LIMITS

Any time limit established by this ordinance may be extended by mutual agreement between the applicant and the Director of Planning, the Planning Commission or the City Council, as the case may be.

Section 13. APPEALS

Any applicant, member of the City Council, the Mayor, or any other interested person adversely affected by a determination or action of the Director of Planning pursuant to this Specific Plan

may appeal the determination or action to the Planning Commission and to the City Council in the manner prescribed for tentative maps in Section 17.06 of the Code.

Section 14. POST-CERTIFICATION COASTAL DEVELOPMENT PERMIT PROCEDURES

Ordinance No. 160,524 amending Section 12.20.2 of the Planning and Zoning Code and adding Section 12.20.2.1 thereto, pertaining to Coastal Development Permit procedures, is hereby incorporated by reference.

Section 15. SEVERABILITY

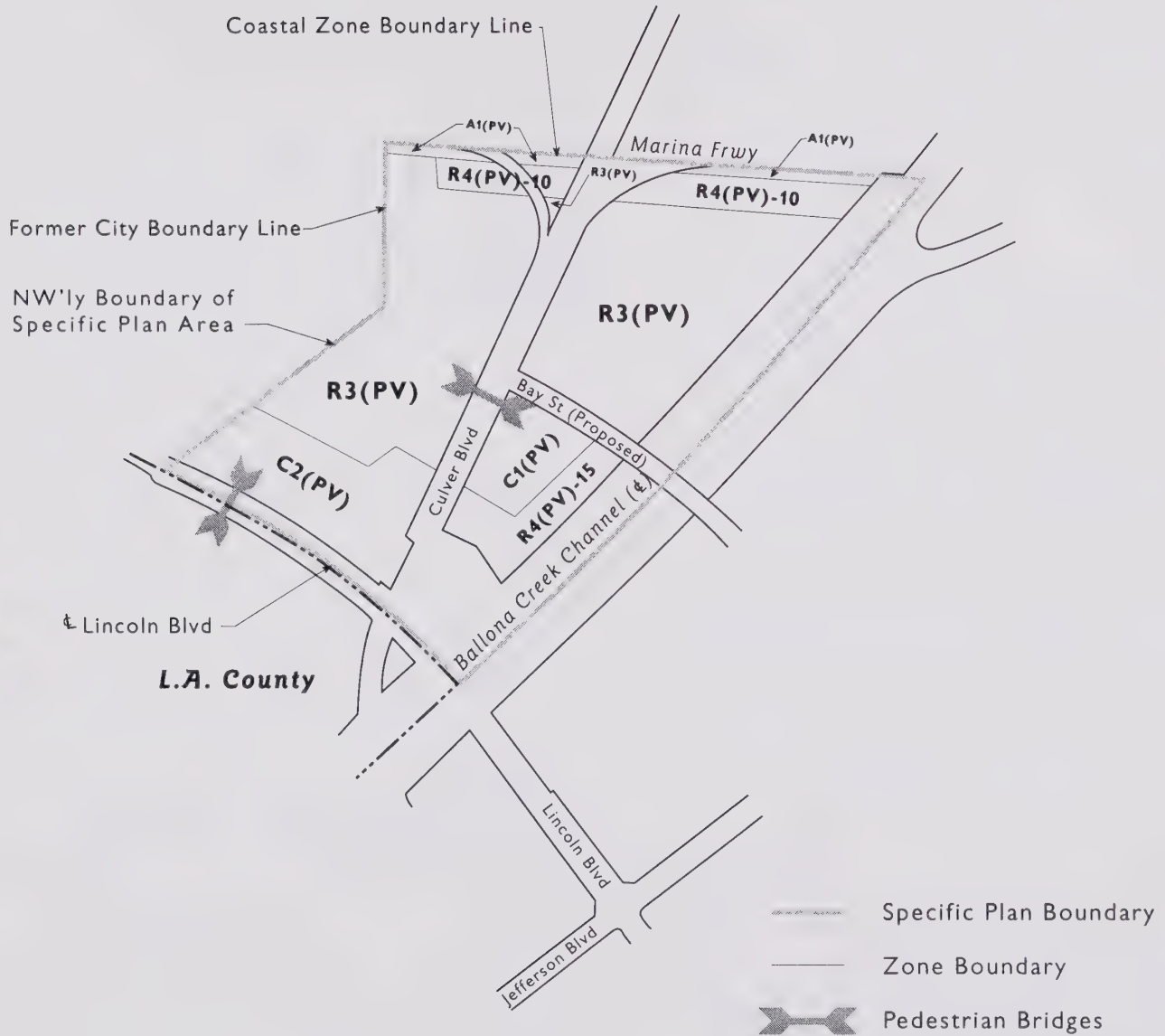
If any provision of this ordinance or the application thereof to any person, property or circumstances, is held invalid, the remainder of this ordinance, or the application of such provisions to other persons, property or circumstances, shall not be affected thereby.

Section 16. OWNER ACKNOWLEDGMENT OF LIMITATIONS

The Department of Building and Safety shall issue no building permit for construction upon property within the Specific Plan Area until such time as the owner of such property has recorded with the County Recorder and submitted to the Director of Planning and the Department of Building and Safety an acknowledgment and acceptance of the contents and limitations of this ordinance.

290PVC4 (071096)

Playa Vista Specific Plan



Note:

Location of roadways and land use boundaries is approximate. Precise alignments and boundaries will be determined as part of the Plot Plan review and approval process.

PLAYA VISTA AREA C SPECIFIC PLAN
Ordinance No. 160,522
Effective December 27, 1985
Amended by Ordinance No. 165,639
Effective March 28, 1990

ADMINISTRATIVE RESPONSIBILITIES

Applicant

The applicant shall apply for Plot Plan review for all projects except single-family dwellings and interior remodeling and rehabilitation of existing buildings (7A), in addition to any subdivision application (5A). The applicant may request an advisory determination for a preliminary Plot Plan review, with the concurrence of the Director of Planning (7). An application for Plot Plan review shall include a landscape plan (8A1), and may include a request for reduced parking (9B) and zone boundary interpretation or adjustment. (5A, 7D)

The applicant shall provide required low and moderate income dwelling units or, if subsidy is not available, reserve or guarantee land for such units. (5B1b)

The applicant may apply for density bonus in an amount equal to the total floor area devoted to non-profit uses. (5E12)

The applicant may apply for temporary or interim uses not specifically permitted by the Specific Plan. (16)

The owner shall record deed restrictions or covenants in accordance with allocated development rights. (6C)

The owner shall record covenant acknowledging and accepting the contents and limitations of the Specific Plan. (16)

The applicant or other interested person adversely affected by a determination of the Director of Planning may appeal to the City Planning Commission and to the City Council. (13)

The applicant may file an application for an exception to the Specific Plan. (3)

Director of Planning

The Director of Planning shall issue the determination on an application for Plot Plan review. (7)

The Director of Planning may approve reduced parking (9B) and zone boundary interpretation or adjustment (5A, 7D) in connection with Plot Plan review.

The Department of Planning, together with the Department of Building and Safety, shall keep records on the allocation of development rights, and administer allocation to each lot within a subdivision at the time of subdivision. (6C)

City Planning Commission

The City Planning Commission may permit temporary or interim uses not specifically permitted under conditional use procedures, making findings as required by the Specific Plan. (4H)

The City Planning Commission shall issue the determination on an appeal of the determination of the Director of Planning on a Plot Plan. (13)

The City Planning Commission shall make a recommendation to the City Council on an application for an exception to the Specific Plan. (2)

Department of Building and Safety

The Department of Building and Safety, together with the Department of City Planning, shall keep records on the allocation of development rights. (6C)

Department of Transportation/City Engineer

The Department of Transportation and the City Engineer shall review proposed vehicular access and collector streets. (7B4)

Bureau of Street Maintenance

The Street Tree Division of the Bureau of Street Maintenance shall administer the street tree provisions of the Specific Plan. (8B)

City Council

The City Council shall issue the determination on an appeal of a Plot Plan determination of the City Planning Commission. (13)

The City Council shall issue the determination on an application for an exception to the Specific Plan. (2)

The City Council, or alternatively the Department of Planning or Department of Transportation, shall approve a phasing plan for construction of residential and commercial uses pursuant to the Coastal Transportation Corridor Specific Plan. (11)

290PVC5 (050696)

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COASTAL TRANSPORTATION CORRIDOR SPECIFIC PLAN

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GRAPHICS

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